

## Southeast Region

## "AS-BUILTS"

CONTRACTOR: Kiewit Pacific Co  
PROJECT ENGINEER: Cliff Douglas  
BEGIN DATE: September, 2008  
END DATE: June, 2009

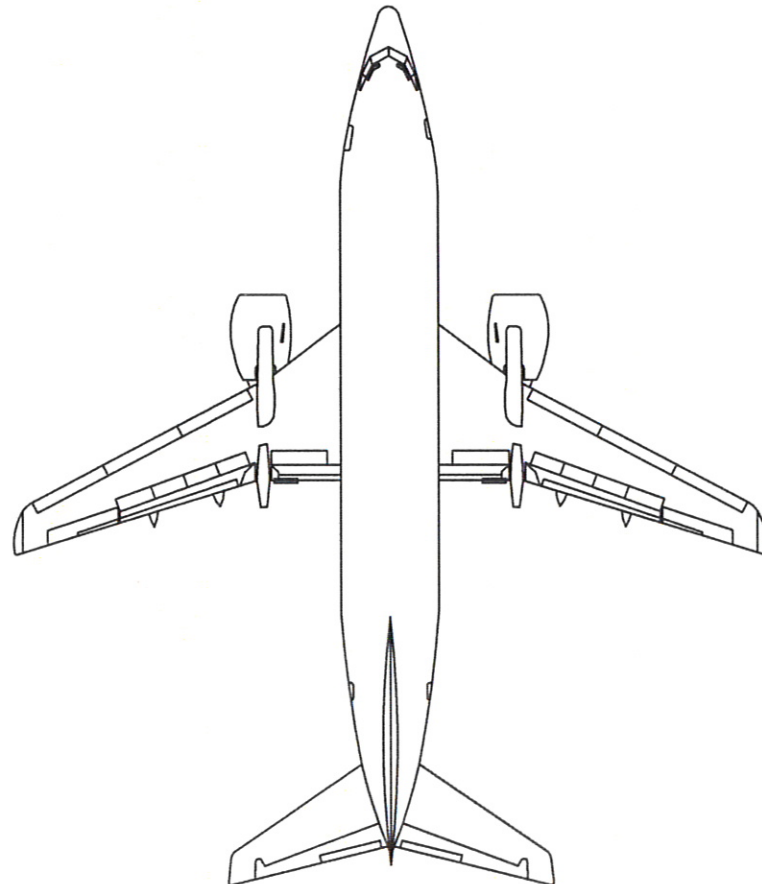
# PETERSBURG

# JAMES A. JOHNSON AIRPORT

# **RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)**

## **PROJECT No. 68207**

### **AIP NO. 3-02-0219-1108**



## DESIGN DATA

AIRPORT TYPE.....	COMMERCIAL SERVICE
RUNWAY CATEGORY.....	TRANSPORT
RUNWAY INSTRUMENTATION.....	INSTRUMENT
RUNWAY/TAXIWAY SURFACE.....	ASPHALT CONCRETE
RUNWAY LIGHTING.....	MEDIUM INTENSITY RUNWAY LIGHTING (MIRL)
AIRPORT REFERENCE CODE.....	C-III
AIRPORT ELEVATION.....	107' (MSL) / 117' (MLLW)
AIRPORT REFERENCE POINT.....	Latitude N 56° 48' 04.64"
(ARP COORDINATES -- NAD '83)	Longitude W 132° 56' 49.87"
RUNWAY SAFETY AREA WIDTH.....	500' PROPOSED, 190' EXISTING
RUNWAY OBJECT FREE AREA WIDTH.....	800'
DESIGN AIRCRAFT.....	BOEING 737-400

## INDEX

[illegible]

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
Southeast Region

RECOMMENDED FOR APPROVAL:

JACK D. BEEDLE, P.E.  
REGIONAL PRE-CONSTRUCTION ENGINEER

DATE \_\_\_\_\_

APPROVED:

MALCOLM A. MENZIES, P.E., L.S.  
REGIONAL DIRECTOR, SOUTHEAST REGION

DATE \_\_\_\_\_

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

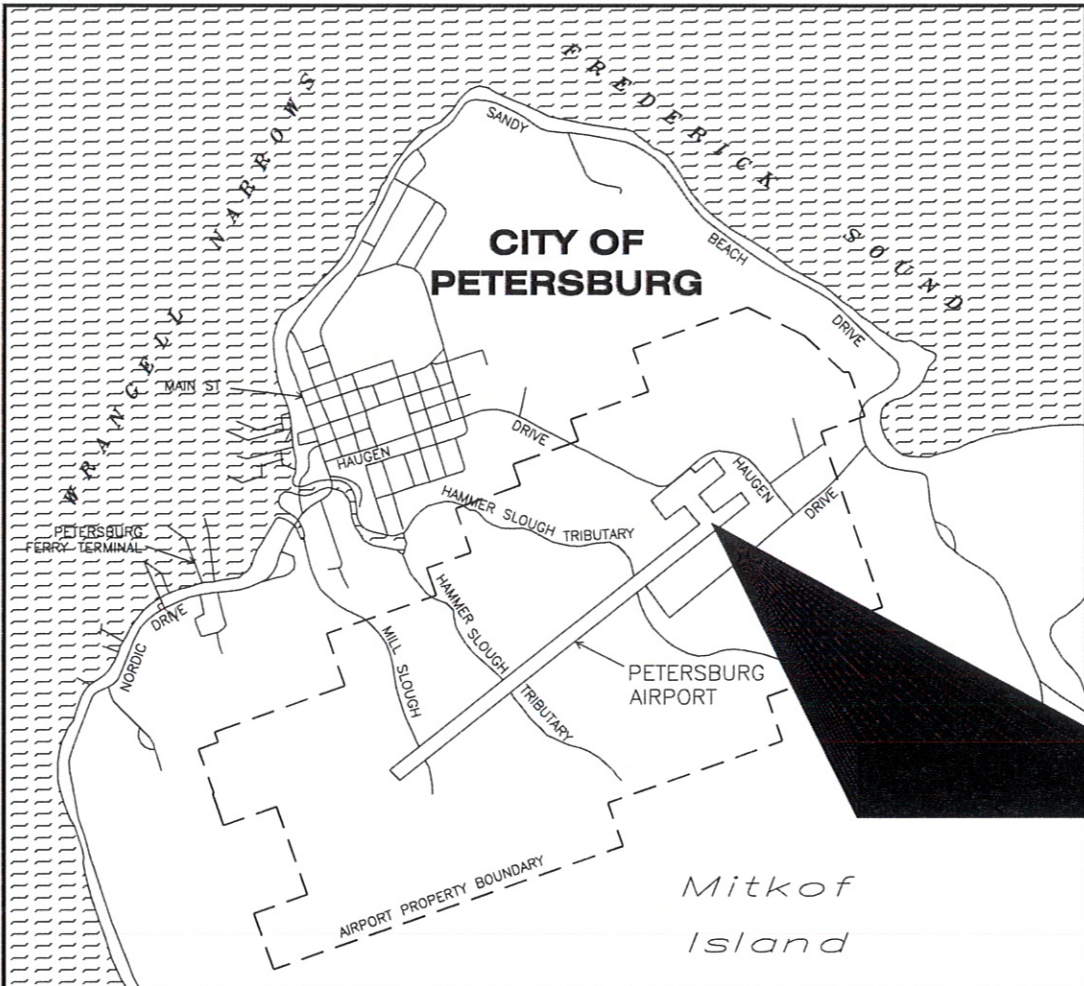
CONSTRUCTION PROJECT MANAGER

DATE \_\_\_\_\_

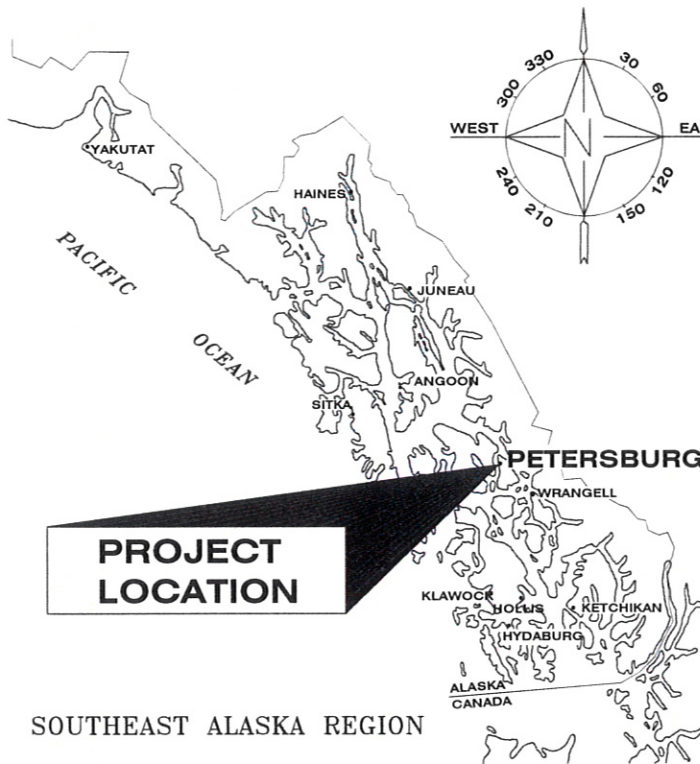
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Fri, 12/Jun/09 10:29AM

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	AIP NO. 3-02-0219-1108	2008	<b>A1</b>	45





VICINITY MAP



SOUTHEAST ALASKA REGION

LOCATION MAP

LEGEND		
EXISTING	NEW	
		RUNWAY/TAXIWAY CENTERLINE
		EDGE OF PAVEMENT
		EDGE OF GRAVEL
		HAUL ROUTE
		CONTOUR
		STREAM EDGE
		TOP OF BANK
		DITCH BOTTOM
		CUT SLOPE LIMITS
		FILL SLOPE LIMITS
		UNDERGROUND ELECTRIC LINE
		SECURITY FENCE
		CULVERT
		NEW CULVERT NUMBER (SEE SUMMARY ON SHEET D1)
		SIGN
		UTILITY POLE
		LUMINAIRE
		STRUCTURE
		DRAINAGE STRUCTURE
		RUNWAY/TAXIWAY EDGE LIGHTING
		TELEPHONE BOX
		TELEPHONE MANHOLE
		ELECTRICAL VAULT
		ELECTRICAL MANHOLE
		TEST HOLE LOCATION
		TEST PIT LOCATION
		NGS MONUMENT
		GPS_CHK
		2" ALCAP W/REBAR
		CENTERLINE CASE MONUMENT
		PRIMARY MONUMENT
		P.K. NAIL

NOTE:  
SEE SHEET G1 FOR ELECTRICAL LEGEND.

THE FOLLOWING STANDARD  
DRAWINGS APPLY TO THIS PROJECT:

D-01.02	D-04.21	S-00.10	E-00.00	E-09.00	E-13.00
M-13.01	M-16.01				

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE JJA Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

KEY MAP, LEGEND & ABBREVIATIONS

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: EJJ  
DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

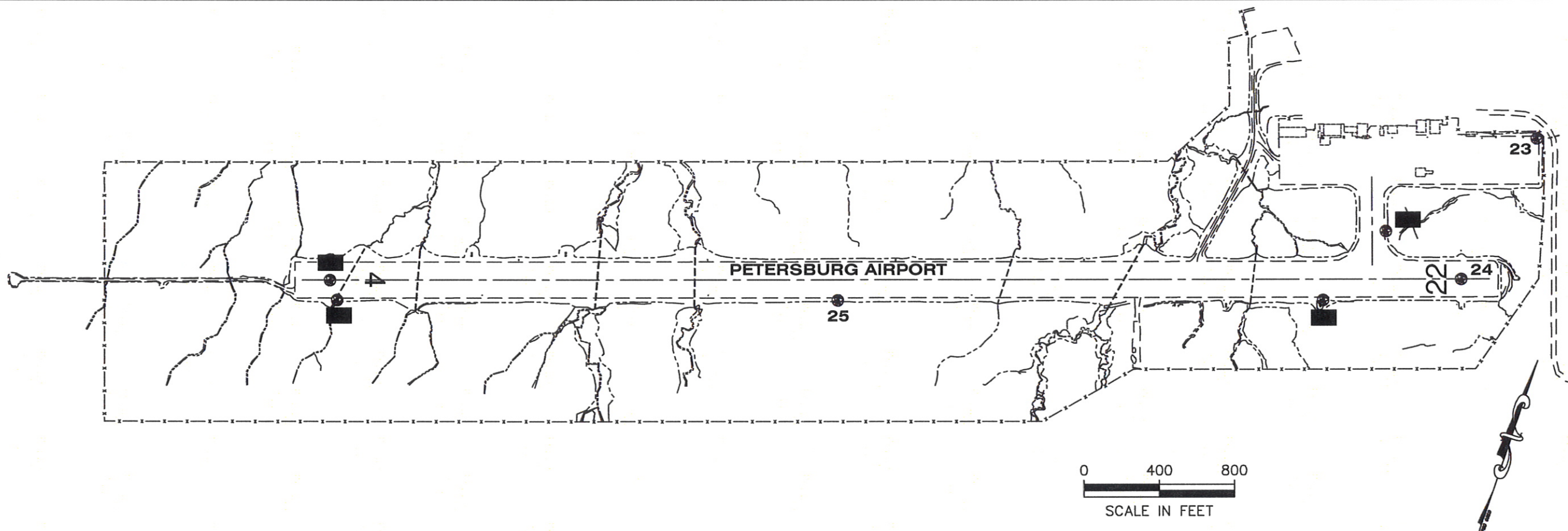
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

KEY MAP,  
LEGEND &  
ABBREVIATIONS

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
A2	45





## HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2001 PSG Grid

The DOT/PF Petersburg Grid-2001 System is a local ground coordinate system based at NGS Primary Airport Control Station PSG-D. It relates to AKSPC zone 1 NAD83 through the following parameters:

Zone = NAD83 AKSPC ZONE 1

Grid Scale = 0.999905

Convergence = +0°36'11"

Translation about NGS point PSG-D as follows:

AKSPC Northing = 1815770.3578 FT US

AKSPC Easting = 2832689.3475 FT US

Local Northing = 300000.0000 FT US

Local Easting = 200000.0000 FT US

**Basis of Coordinates** for this project established with SKI PRO static GPS processing and Starnet least squares adjustment.

### Project Specific Basis of Horizontal Control

**PSG-D** : Punch in Stainless Rod inside PVC near North VASI light at East end runway.

PSG-Grid N 300000.0000 FT US, E 200000.0000 FT US

AKSPC N 1815770.3581 FT US, E 2832689.3483 FT US

**PSG-A** : 3" brass cap set in NE corner of runway sign 22-4.

PSG-Grid N 300454.1485 FT US, E 200197.6323 FT US

AKSPC N 1816226.5179 FT US, E 2832882.1705 FT US

## VERTICAL CONTROL

The Vertical Datum for PSG Grid-2001 is MLLW (9451439) PSG Wrangell Narrows tidal datum based on third order levels and supplemented with GEOID '99 Modeled Heights. The basis of vertical control is NOAA BM1439A having a published elevation of 25.82' above MLLW on the 1960-1978 tidal epoch. Static GPS sessions and geoid '99 were used to transfer elevation to NGS PACS PSG-D in July 2001.

**The Project Specific Basis of Vertical Control** is PSG-D having an accepted elevation of 103.23 feet above MLLW.

**Vertical Control Note:** Generally airport work is conducted on a mean sea level (MSL) datum for FAA compliance. This project was based on other projects in the area and it was decided to stick with our MLLW datum. To compute MSL elevations for this project, simply subtract 8.30 feet.

EXISTING CONTROL MONUMENTS SURVEYED BY GREG SCHEFF 06/09								
POINT	LOCAL NORTH	LOCAL EAST	ORTHO ELEV (MLLW)	DESC	LAT	LON	AKSPC NORTH	AKSPC EAST
					*LAT/LON values are DMS packed format			
13	299999.892	199999.999	103.341	GPS_NGS_SS-ROD_PSG-D	56.48122962	-132.56039512	1815770.3578	2832689.3475
18	300454.149	200197.633	105.870	GPS_NGS_BC3.5"CONC_PSG-A	56.48167710	-132.56004000	1816226.5179	2832882.1705
23	301180.055	200794.109	102.426	GPS_PK/WASH_SET	56.48239219	-132.55496818	1816958.5187	2833471.0054
24	300345.463	200657.538	108.082	GPS_NGS_BC2.5"WELL_PSG-B	56.48156991	-132.55521395	1816122.6873	2833343.1661
25	299151.696	197567.741	107.183	GPS_NGS_BC3.5"ROCK_PSG-E	56.48039399	-132.56476364	1814896.6612	2830266.4123
26	298279.326	195060.236	112.054	GPS_NGS_SS-ROD_PSG-F	56.47553410	-132.57326670	1813998.0017	2827768.5221
27	298366.026	194989.729	114.452	GPS_NGS_BC2.5"WELL_PSG-C	56.47561953	-132.57339336	1814083.9564	2827697.1096

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ATTACHMENT NUMBER

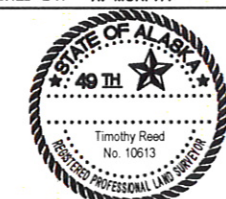
RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

SURVEY CONTROL PLAN

CHECKED BY: R. MURPHY



DESIGNED BY: T. REED

DRAWN BY: T.R./R.S.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

## SURVEY CONTROL PLAN

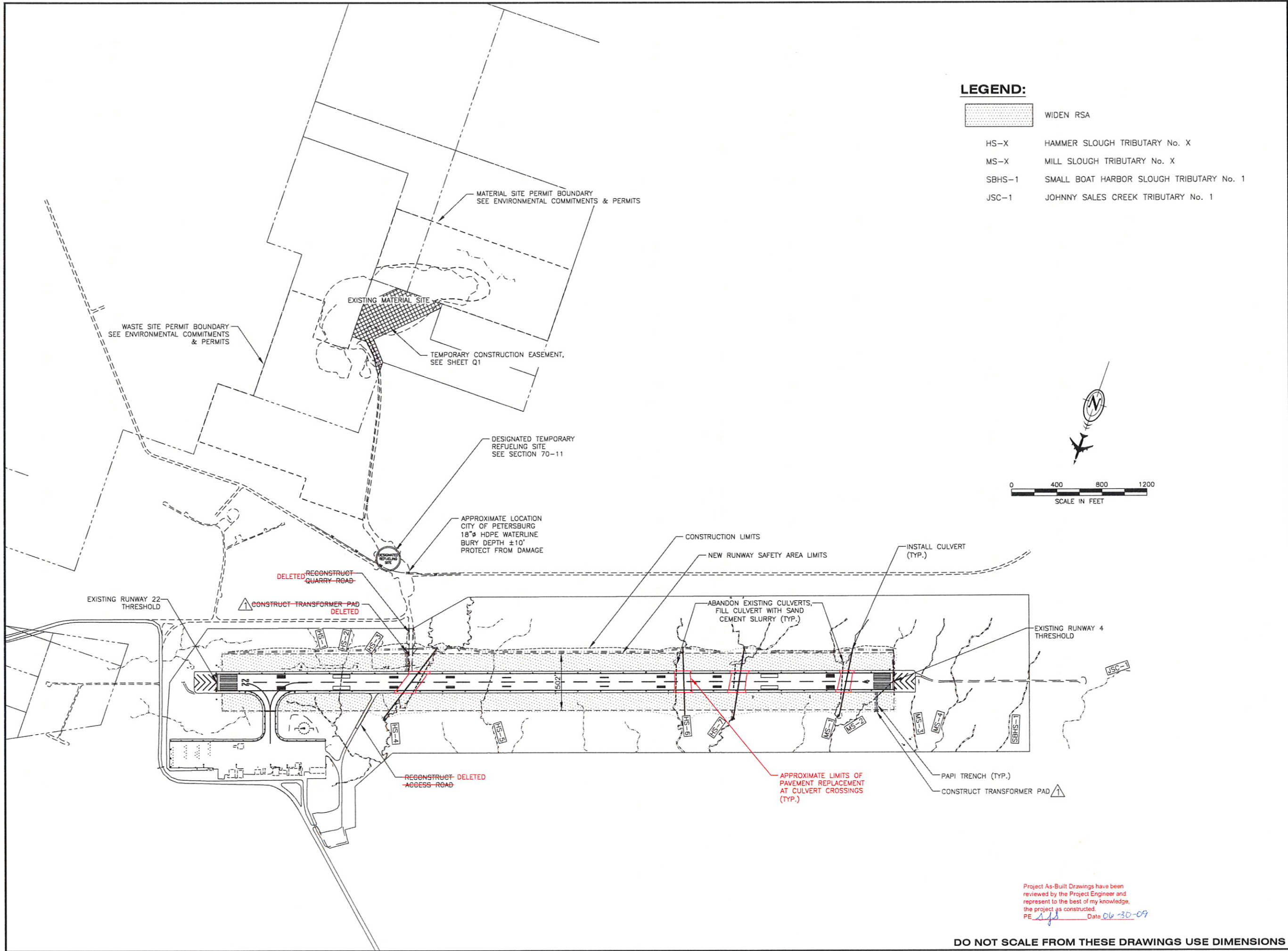
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207


FEDERAL - FAA  
AIP NO. 3-02-0219-1108

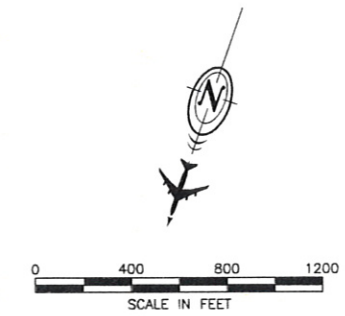
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
A3	45





**LEGEND:**

-  WIDEN RSA
- HS-X HAMMER SLOUGH TRIBUTARY No. X
- MS-X MILL SLOUGH TRIBUTARY No. X
- SBHS-1 SMALL BOAT HARBOR SLOUGH TRIBUTARY No. 1
- JSC-1 JOHNNY SALES CREEK TRIBUTARY No. 1



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ADDENDUM NUMBER  
1

ATTACHMENT NUMBER  
2

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	5/20/08	TRANSFORMER PADS

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

GENERAL LAYOUT PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

GENERAL  
LAYOUT PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
A4	45

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE SJS Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



CONSTRUCTION SEQUENCING NOTES:

1. THE FOLLOWING LIST OF CONSTRUCTION STAGES (STAGES 1 – 14) GENERALLY OUTLINES WORK IN SPECIFIC AREAS OF THE PROJECT. THE STAGES DO NOT CONTROL SEQUENCING OF THE WORK. HOWEVER, CERTAIN STAGES MUST BE COMPLETED BEFORE BEGINNING OTHERS. A SUGGESTED CONSTRUCTION SEQUENCE FOR WORK UNDER THIS CONTRACT IS DESCRIBED IN NOTE 4. THE SAFETY PLANS AND SPECIFICATIONS PROVIDE ADDITIONAL GUIDANCE ON OPERATIONAL LIMITATIONS. COMPLY WITH ALL CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

2. USE THIS STAGING AND SEQUENCING, OR ALTERNATE STAGING AND SEQUENCING APPROVED BY THE ENGINEER, AS A BASIS FOR PREPARING STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES FOR EACH STAGE. THE PROJECT EROSION AND SEDIMENT CONTROL PLAN (ESCP) MEASURES APPLY TO ALL STAGES. SUBMIT ALTERNATE SEQUENCING PLANS FOR APPROVAL FIVE DAYS BEFORE SWPPP SUBMITTAL. PROVIDE SWPPP UPDATES AS EACH STAGE PROGRESSES.

3. DEVELOP A CONSTRUCTION SCHEDULE BASED ON SEQUENCING SHOWN, OR AN APPROVED ALTERNATE. PROVIDE SUFFICIENT DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, PROCUREMENT OF MATERIALS, CONSTRUCTION WORK, AND COORDINATION REQUIREMENTS ASSOCIATED WITH ITEMS OF WORK.

4. THE GENERAL SCOPE AND SEQUENCE OF WORK IS DESCRIBED BELOW. COMPLETE WORK IN THE NUMERICAL SEQUENCE SHOWN. DEVIATIONS FROM, OR OVERLAPS OF, THE SEQUENCE SHOWN REQUIRE APPROVAL BY THE ENGINEER. TYPICALLY, THE LETTERED SUB-STAGES SHOULD BE COMPLETED IN THE LISTED ORDER.

I. DEVELOP MATERIAL AND WASTE SITES. ESTABLISH PERMANENT AND TEMPORARY DRAINAGE PATTERNS AS NECESSARY. CONSTRUCT HAUL ROUTES. CONSTRUCT RSA AS SHOWN IN STAGES 2, 4, AND 7. STAGE 9 RUNWAY EXTENSION AND RSA CONSTRUCTION MAY PROCEED AS NECESSARY.

II. CONSTRUCT DOWNSTREAM PORTIONS OF NEW PIPES AS SHOWN IN STAGES 3, 5, 6 AND 8. DO NOT BEGIN STAGE 3 BEFORE COMPLETING STAGE 2A THROUGH 2C.

III. INSTALL NEW PIPE THROUGH THE EXISTING RUNWAY EMBANKMENT AS SHOWN IN STAGE 10. THIS WORK REQUIRES A COMPLETE RUNWAY CLOSURE IN ACCORDANCE WITH GCP 80-07. DO NOT BEGIN STAGE 9 BEFORE COMPLETING STAGES 3, 5, 6 AND 8.

IV. COMPLETE INSTALLATION OF NEW PIPES AND CONSTRUCT RSA AS SHOWN IN STAGES 10 THROUGH 13. REMAINING WORK IN STAGES 2, 4 AND 7 MAY BE COMPLETED AS NEEDED.

V. COMPLETE RSA CONSTRUCTION AS SHOWN IN STAGE 14. DO NOT BEGIN STAGE 14 BEFORE COMPLETING STAGES 10 THROUGH 13. COMPLETE ALL REMAINING WORK IN CONJUNCTION WITH STAGE 14.

STAGE DESCRIPTION:

1. DEVELOP MATERIAL SITE AND WASTE SITE, ESTABLISH AND PREPARE OFF-AIRPORT HAUL ROUTES. SEE QUARRY AND WASTE SITE PLANS.

2. RSA CONSTRUCTION FROM STA. 4+50 TO 21+00 RT AND 17+00 LT:

A. CONSTRUCT STREAM DIVERSIONS IN HS-4 CHANNEL TO REMOVE FLOW FROM WORK AREA FOR P-2 INSTALLATION (STA. 20+00, 240' RT & 19+35, 295' RT)

B. CONSTRUCT LEFT DITCH FROM STA. 5+00 TO 22+50, DIVERTING FLOWS ABOVE WORK AREA TO EXISTING HS-4 CHANNEL

C. INSTALL PIPE P-1 UNDER QUARRY ROAD

D. CONSTRUCT QUARRY ROAD TO FINAL GRADE

E. CONSTRUCT HAUL ROUTES IN NEW SAFETY AREA AS REQUIRED

F. FILL AND ABANDON EXISTING HS-2 PIPE WHEN NO LONGER NEEDED FOR AREA DRAINAGE

3. PIPE P-2 CONSTRUCTION DOWNSTREAM OF RUNWAY:

A. INSTALL ESCP MEASURES NEAR PROPOSED OUTLET

B. CONSTRUCT OUTLET STRUCTURE

C. EXCAVATE, BED AND LAY PIPE, BACKFILLING TO SPRINGLINE, OR MINIMUM NEEDED TO STABILIZE INSTALLATION

4. RSA CONSTRUCTION FROM STA. 26+00 TO 42+00:

A. CONSTRUCT LEFT DITCH FROM STA. 26+00 TO 32+00, DIVERTING FLOWS ABOVE WORK AREA TO EXISTING HS-4 CHANNEL

B. CONSTRUCT HAUL ROUTES IN NEW SAFETY AREA AS REQUIRED

C. FILL AND ABANDON EXISTING HS-5 PIPE WHEN NO LONGER NEEDED FOR AREA DRAINAGE

5. PIPE P-3 CONSTRUCTION DOWNSTREAM OF RUNWAY:

A. INSTALL ESCP MEASURES NEAR PROPOSED OUTLET

B. CONSTRUCT OUTLET STRUCTURE

C. EXCAVATE, BED AND LAY PIPE, BACKFILLING TO SPRINGLINE, OR MINIMUM NEEDED TO STABILIZE INSTALLATION

6. PIPE P-4 CONSTRUCTION DOWNSTREAM OF RUNWAY:

A. INSTALL ESCP MEASURES NEAR PROPOSED OUTLET

B. CONSTRUCT STREAM DIVERSIONS IN HS-7 CHANNEL TO REMOVE FLOW FROM WORK AREA FOR P-4 INSTALLATION, PUMP AS REQUIRED

C. CONSTRUCT OUTLET STRUCTURE

D. EXCAVATE, BED AND LAY PIPE, BACKFILLING TO SPRINGLINE, OR MINIMUM NEEDED TO STABILIZE INSTALLATION

STAGE DESCRIPTION (CONT):

7. RSA CONSTRUCTION FROM STA. 52+00 TO 58+00: CONSTRUCT HAUL ROUTES IN NEW SAFETY AREA AS REQUIRED

8. PIPE P-5 CONSTRUCTION DOWNSTREAM OF RUNWAY:

A. INSTALL ESCP MEASURES NEAR PROPOSED OUTLET

B. CONSTRUCT STREAM DIVERSIONS IN MS-1 CHANNEL TO REMOVE FLOW FROM WORK AREA FOR P-5 INSTALLATION

C. CONSTRUCT OUTLET STRUCTURE

D. EXCAVATE, BED AND LAY PIPE, BACKFILLING TO SPRINGLINE, OR MINIMUM NEEDED TO STABILIZE INSTALLATION

9. RUNWAY CLOSURE TO INSTALL PIPES P-2, P-3, P-4 AND P-5:

A. SAWCUT AND REMOVE PAVEMENT FULL WIDTH OF TRENCHES

B. EXCAVATE PIPE TRENCHES, INCORPORATING USEABLE INTO UNCONSTRUCTED RSA EMBANKMENTS

C. CONNECTING TO NEW PIPE ALREADY INSTALLED, BED AND LAY PIPE THROUGH THE RUNWAY EMBANKMENT

D. BACKFILL TRENCHES, REPAIR LIGHTING AND POWER SYSTEMS

E. CONSTRUCT TRENCH STRUCTURAL SECTIONS, GROOVE AND MARK PAVEMENT PATCH

F. COMPLETE GROOVING AS SOON AS POSSIBLE AFTER ASPHALT HAS BEEN PLACED AND CURED. GROOVING COMPLETION AFTER THE 30 DAY CLOSURE PERIOD WILL NOT TRIGGER LIQUIDATED DAMAGES UNDER THE INTERIM COMPLETION IN SUBSECTION GCP 80-07

10. PIPE P-2 CONSTRUCTION UPSTREAM OF RUNWAY:

D. EXCAVATE, BED AND LAY PIPE, BACKFILLING AS NEEDED TO STABILIZE INSTALLATION

E. CONSTRUCT INLET STRUCTURE

F. CONSTRUCT LEFT DITCH FROM STA. 22+50 TO 26+00 AND ANY DITCH GRADING NEEDED TO DIVERT HS-4 FLOW TO NEW PIPE

G. FILL AND ABANDON EXISTING HS-4 PIPE WHEN NO LONGER NEEDED FOR AREA DRAINAGE

H. COMPLETE RSA CONSTRUCTION IN HS-4 DRAINAGE

I. REMOVE ESCP MEASURES AT OUTLET AND CHANNEL FLOWS FROM OUTLET TO EXISTING STREAM

11. PIPE P-3 CONSTRUCTION UPSTREAM OF RUNWAY:

A. CONSTRUCT STREAM DIVERSIONS IN HS-6 CHANNEL TO REMOVE FLOW FROM WORK AREA FOR P-3 INSTALLATION

B. EXCAVATE, BED AND LAY PIPE, BACKFILLING AS NEEDED TO STABILIZE INSTALLATION

C. CONSTRUCT INLET STRUCTURE

D. CONSTRUCT LEFT DITCH FROM STA. 42+00 TO 48+00 AND ANY DITCH GRADING NEEDED TO DIVERT HS-6 FLOW TO NEW PIPE

E. FILL AND ABANDON EXISTING HS-6 PIPE WHEN NO LONGER NEEDED FOR AREA DRAINAGE

F. COMPLETE RSA CONSTRUCTION IN HS-4 DRAINAGE

G. REMOVE ESCP MEASURES AT OUTLET AND CHANNEL FLOWS FROM OUTLET TO EXISTING STREAM.

12. PIPE P-4 CONSTRUCTION UPSTREAM OF RUNWAY:

A. CONSTRUCT LEFT DITCH FROM STA. 50+75 TO 52+25 AND STREAM DIVERSIONS IN HS-7 CHANNEL TO REMOVE FLOW FROM WORK AREA FOR P-4 INSTALLATION, PUMP AS REQUIRED

B. EXCAVATE, BED AND LAY PIPE, BACKFILLING AS NEEDED TO STABILIZE INSTALLATION

C. CONSTRUCT INLET STRUCTURE

D. FILL AND ABANDON EXISTING HS-7 PIPE WHEN NO LONGER NEEDED FOR AREA DRAINAGE

E. COMPLETE RSA CONSTRUCTION IN HS-7 DRAINAGE

F. REMOVE ESCP MEASURES AT OUTLET AND CHANNEL FLOWS FROM OUTLET TO EXISTING STREAM.

13. PIPE P-5 CONSTRUCTION UPSTREAM OF RUNWAY:

A. CONSTRUCT LEFT DITCH FROM STA. 58+70 TO 64+00, TEMPORARY DIVERSION OF FLOW FROM MS-1 WEST CHANNEL TO MS-1 EAST CHANNEL, AND TEMPORARY DIVERSION OF FLOW FROM MS-2 TO MS-1, PUMP AS REQUIRED

B. BACKFILL MS-1 WEST CHANNEL AND MS-2 WITHIN RSA LIMITS AS NEEDED FOR DIVERSION OF FLOW

C. EXCAVATE, BED AND LAY PIPE, BACKFILLING AS NEEDED TO STABILIZE INSTALLATION

D. CONSTRUCT INLET STRUCTURE

E. FILL AND ABANDON EXISTING MS-1 & MS-2 PIPES WHEN NO LONGER NEEDED FOR AREA DRAINAGE

F. COMPLETE RSA CONSTRUCTION IN MS-1 & MS-2 DRAINAGE

G. REMOVE ESCP MEASURES AT OUTLET AND CHANNEL FLOWS FROM OUTLET TO EXISTING STREAM.

14. COMPLETE RSA CONSTRUCTION RIGHT FROM STA. 21+00 TO 26+00, STA. 42+00 TO 52+00, STA. 58+00 TO 64+00.

WORK SEQUENCE 1

SEE NOTES ABOVE

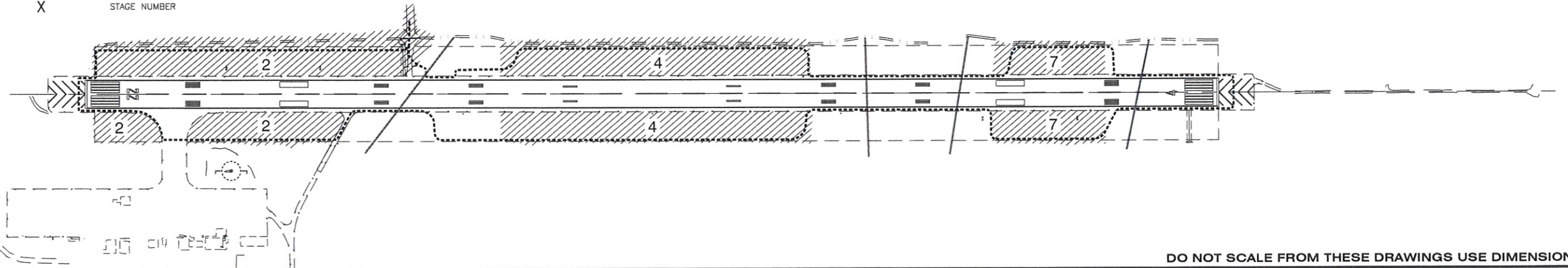
LEGEND:

- WORK AREA

HAUL ROUTE (SEE SPECIFICATIONS FOR RESTRICTIONS)

X

STAGE NUMBER



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Fri, 19/Jun/09 10:03AM      construction

TAB: A05

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	6/6/08	ADDENDUM NO. 4

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

CONSTRUCTION SEQUENCING

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EUG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
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(PHASE I)

CONSTRUCTION SEQUENCING

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
A5	45

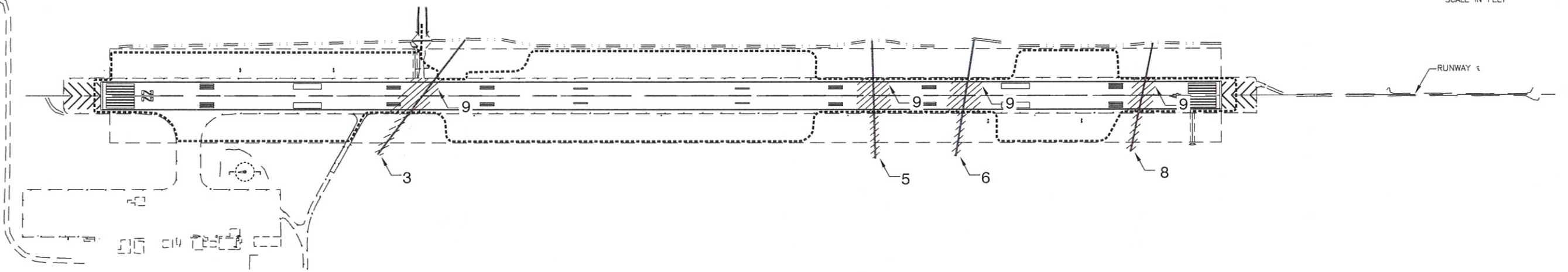
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE hjs Date 6-30-09





**WORK SEQUENCE II & III**

SEE NOTES ABOVE

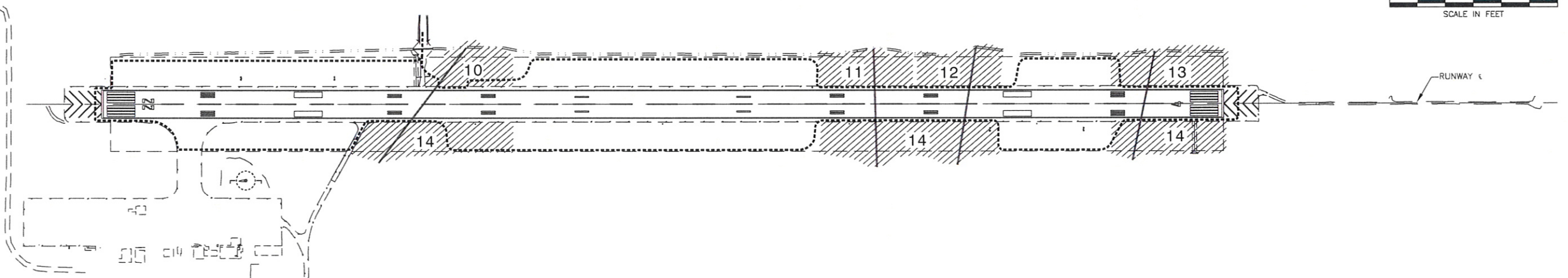


**LEGEND:**

- WORK AREA
- HAUL ROUTE (SEE SPECIFICATIONS FOR RESTRICTIONS)
- STAGE NUMBER

**WORK SEQUENCE IV & V**

SEE NOTES ABOVE



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *[Signature]* Date 6-30-09

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Fri, 19/Jun/09 10:04AM      construction  
TAB: A06

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

CONSTRUCTION SEQUENCING

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

CONSTRUCTION  
SEQUENCING

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
A6	45



SAFETY PLAN NOTES:

1. KEEP PERSONNEL AND EQUIPMENT A MINIMUM OF 200 FT FROM THE RUNWAY CENTERLINE DURING OPERATIONS OF AIRCRAFT CLASSIFIED AS DESIGN GROUP II (49-FT WING SPAN) OR LARGER. THE TIME RESTRICTIONS FOR AN AIRCRAFT OPERATION INCLUDE TIME ON RUNWAY AND TAXIWAY SURFACES, 15 MINUTES BEFORE ARRIVAL, AND THE SHORTER PERIOD OF 15 MINUTES AFTER DEPARTURE OR UNTIL THE AIRCRAFT LANDS AT ITS NEXT DESTINATION. NO PERSONNEL AND EQUIPMENT IS ALLOWED BEYOND RUNWAY THRESHOLDS DURING ANY AIRCRAFT OPERATIONS.
2. PERFORM WORK OUTSIDE 200 FT OF RUNWAY CENTERLINE AT ANY TIME DURING THE CONTRACT, SUBJECT TO APPROVED SAFETY PLAN CONDITIONS, LIMITATIONS DESCRIBED IN SECTION 80 OF THE GENERAL CONTRACT PROVISIONS, AND PERMIT STIPULATIONS.
3. DO NOT STORE MATERIALS OR PARK EQUIPMENT WITHIN 400 FT OF RUNWAY CENTERLINE. EQUIPMENT MAY BE IDLE IN ACTIVE WORK AREAS IF NOT IN CONFLICT WITH RSA, OFZ OR OTHER LIMITATIONS, AND AS APPROVED BY THE ENGINEER.
4. MARK OPEN TRENCHES WITH RED OR ORANGE FLAGS AS APPROVED BY THE ENGINEER. LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN 200 FT OF THE RUNWAY CENTERLINE AND 200 FT OF THE RUNWAY THRESHOLDS WHILE THE RUNWAY IS OPEN. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY.
5. SUBMIT A SAFETY PLAN TO THE ENGINEER FOR REVIEW. DO NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL THE ENGINEER APPROVES YOUR SAFETY PLAN IN WRITING. INCLUDE CONSTRUCTION SEQUENCING AND HALF-WIDTH RUNWAY OPERATIONS IN THE SAFETY PLAN. IF YOUR PLAN DIFFERS FROM WHAT IS SHOWN IN THE DRAWINGS, OR IF YOU MAKE SUBSEQUENT CHANGES, SUBMIT A CORRESPONDING REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL.
6. COMPLETE CLOSURE OF THE RUNWAY IS PERMITTED ONLY AS DESCRIBED IN STAGE 1. THE LIMITED FULL CLOSURE AND HALF-WIDTH CLOSURES ARE ALLOWED WHEN PERFORMED UNDER AN APPROVED SAFETY PLAN. REFER TO GUIDELINES IN THE DRAWINGS FOR IMPLEMENTING CLOSURES.
7. DURING HALF-WIDTH OPERATIONS, MONITOR TEMPORARY MARKINGS AND LIGHTING FREQUENTLY AND TAKE ACTION TO CORRECT DEFICIENCIES IMMEDIATELY.

DEFINITIONS:





AOA - AIR OPERATIONS AREA: INCLUDES ALL AREAS OPEN TO MOVEMENT OF AIRCRAFT. ALL VEHICLES MUST BE APPROPRIATELY MARKED AND HAVE APPROPRIATE COMMUNICATIONS BEFORE ENTERING AREA.

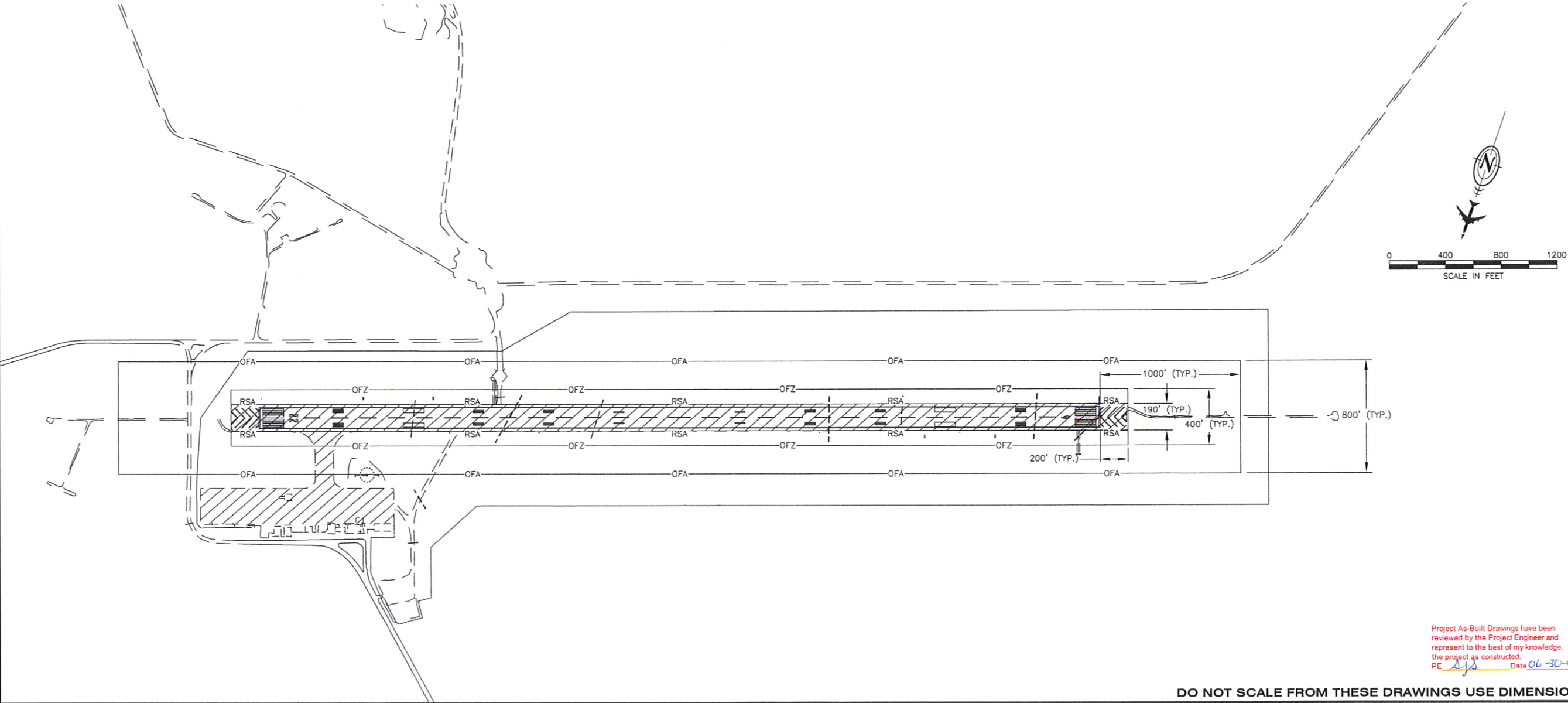
OFA - OBSTACLE FREE AREA: THE OFA IS CENTERED ON THE RUNWAY, IS 800 FEET WIDE AND EXTENDS 1000 FEET BEYOND EACH THRESHOLD. NO PARKED EQUIPMENT OR STORAGE OF MATERIALS ALLOWED.

OFZ - OBSTACLE FREE ZONE: THE OFA IS CENTERED ON THE RUNWAY, IS 400 FEET WIDE AND EXTENDS 200 FEET BEYOND EACH THRESHOLD. FOLLOW RESTRICTIONS NOTED UNDER RSA.

RSA - RUNWAY SAFETY AREA: THE RSA IS CENTERED ON THE RUNWAY. THE EXISTING RSA IS 190 FEET WIDE AND EXTENDS 200 FEET BEYOND EACH THRESHOLD. NO PERSONNEL, EQUIPMENT OR MATERIALS PERMITTED WITHIN RSA/OFZ DURING OPERATIONS BY GROUP II OR LARGER AIRCRAFT (SEE SAFETY PLAN NOTES).

LEGEND:

	AOA - AIR OPERATIONS AREA
	OFA - OBSTACLE FREE AREA
	OFZ - OBSTACLE FREE ZONE
	RSA - RUNWAY SAFETY AREA



PATH:  
C:\Documents and Settings\construction\Desktop\  
Fri, 19/Jun/09 10:05AM construction  
TAB: A06

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

SAFETY PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

SAFETY PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
A7	45

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE:    Date: 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

SAFETY PLAN DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJJ

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

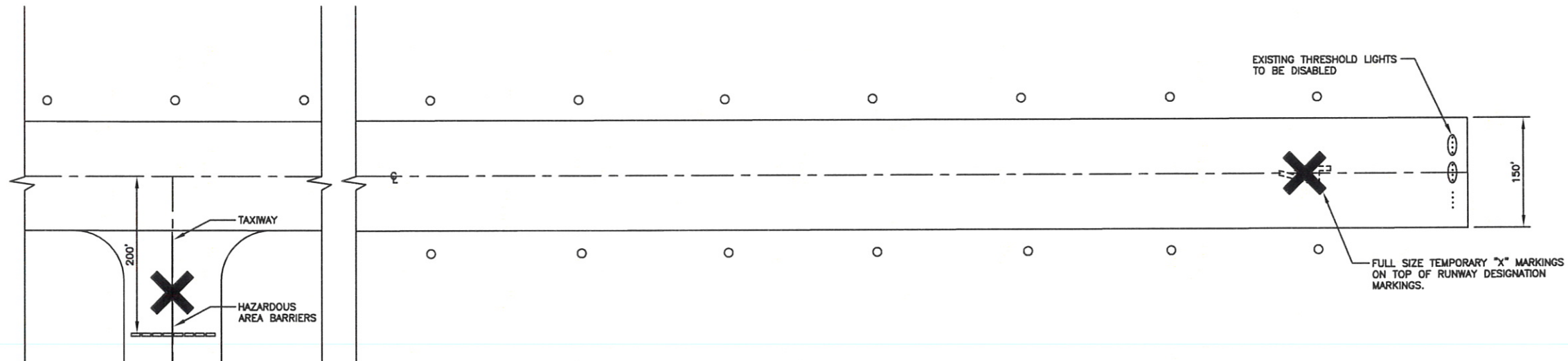
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

SAFETY PLAN  
DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

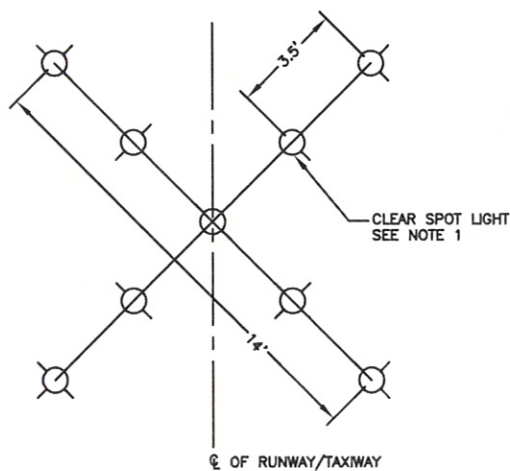
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
A8	45



RUNWAY - TAXIWAY INTERSECTION

RUNWAY 4/22 - COMPLETE CLOSURE

N.T.S.

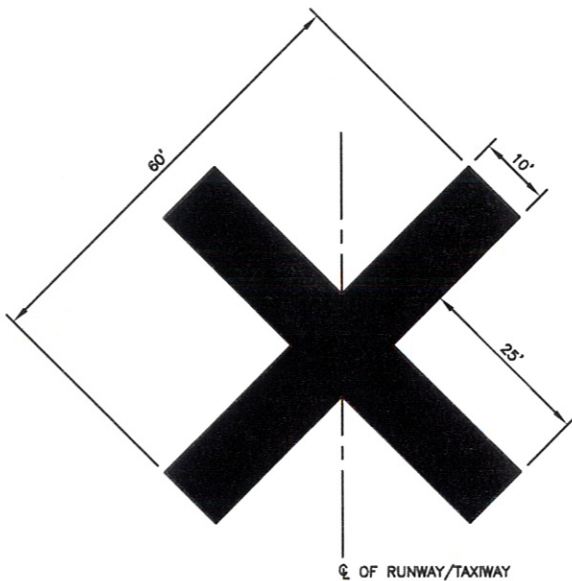


NOTES:

1. REFER TO FAA CIRCULAR 150/5345-55 FOR DETAILS.
2. PLACE CROSSES AT EACH END OF THE CLOSED PORTION OF THE RUNWAY/TAXIWAY.

1/2 SIZE TEMPORARY CLOSURE MARKINGS

N.T.S.

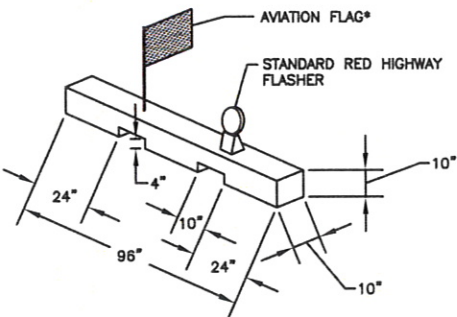
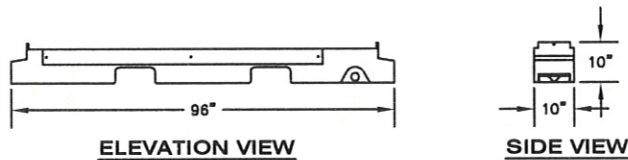


FULL SIZE CLOSED R/W MARKINGS

N.T.S.

NOTES:

1. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED RUNWAY. USE LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
2. DISABLE AND PREVENT THE OPERATION OF RUNWAY EDGE LIGHTS AND RUNWAY THRESHOLD LIGHTS DURING CLOSURE OF THE RUNWAY.



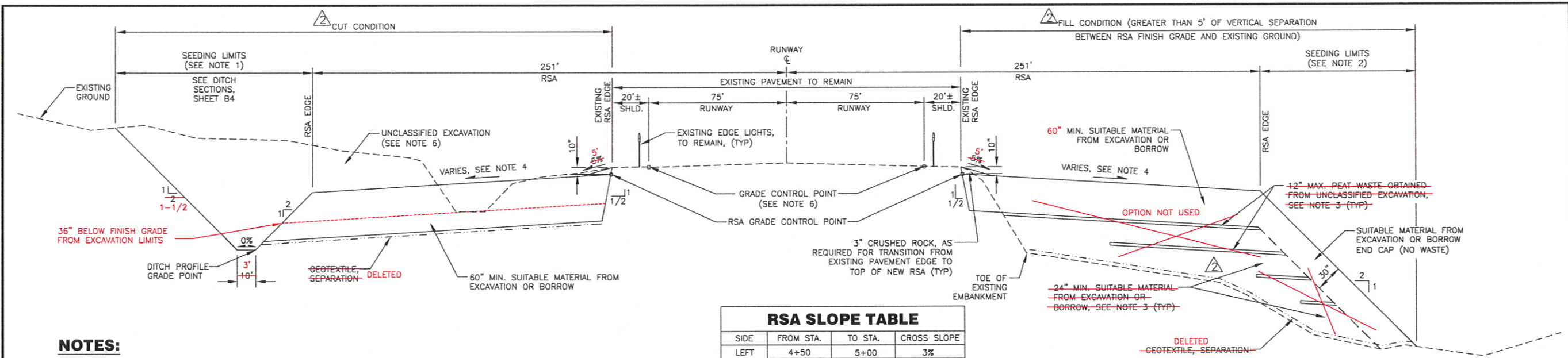
PREPARATION OF  
FLAG & FLASHER MOUNT DETAIL

HAZARDOUS AREA BARRIERS

\*FLAGS SHALL ALTERNATE COLOR (ORANGE/WHITE) ON EACH BARRIER AS THEY ARE PLACED IN THE AIRPORT OPERATIONS AREA, IN SEQUENCE.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS





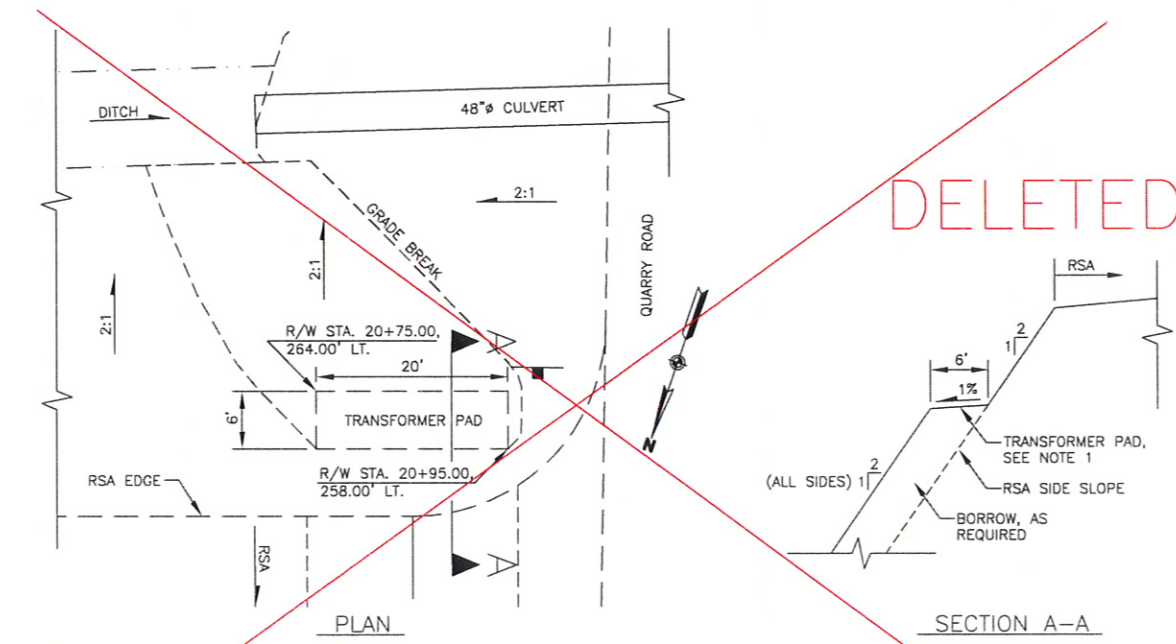
**NOTES:**

1. SEED SOIL EMBANKMENT SIDE SLOPES. THE ENGINEER WILL DIRECT THE LIMITS REQUIRED FOR THIS WORK.
2. REGRADE AND SEED ALL SOIL AREAS DISTURBED BY CONSTRUCTION.
3. DISPOSE OF WASTE PEAT OBTAINED FROM EXCAVATIONS IN 12" MAXIMUM LAYERS WITHIN THE NEW RSA EMBANKMENT WHERE THE RSA EMBANKMENT THICKNESS ALLOWS. THE BOTTOM MOST 12" MAXIMUM WASTE LAYER MUST HAVE A MINIMUM OF 24" OF SUITABLE MATERIAL/BORROW SEPARATING THIS WASTE LAYER FROM EXISTING GROUND.
4. SEE RSA SLOPE TABLE, THIS SHEET, FOR RSA CROSS SLOPE REQUIREMENTS.
5. THE BASIS OF GRADE FOR THE RSA EXPANSION (SEE RSA GRADING POINT ON SECTION) IS THE EXISTING RUNWAY PAVEMENT SURFACE ELEVATION AT 75' FROM THE RUNWAY CENTERLINE MINUS 10 INCHES.
6. EXCAVATION DEPTHS MAY BE REDUCED BY APPLYING AN EMBANKMENT SURCHARGE TO CONSOLIDATE THE UNDERLYING PEAT LAYER. SEE SPECIFICATION SECTION P-152 AND THE RSA SURCHARGE DETAIL, SHEET B3.

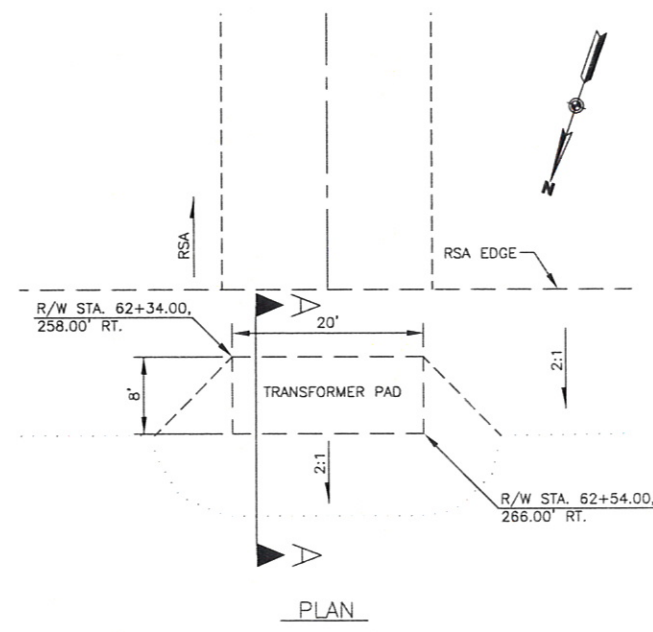
RSA SLOPE TABLE			
SIDE	FROM STA.	TO STA.	CROSS SLOPE
LEFT	4+50	5+00	3%
	5+50	22+00	2%
	22+50	26+50	3%
	27+00	44+00	2%
	44+50	46+00	3%
	46+50	48+50	2%
	49+00	53+00	3%
	53+50	58+00	2%
RIGHT	58+50	60+00	3%
	60+50	64+00	2%
	4+50	15+50	3%
	16+00	17+50	2%
	18+00	34+00	3%
	34+50	38+00	2%
	38+50	64+00	3%

**1**  
**B1** N.T.S. **RSA EXPANSION TYPICAL SECTION** STA. 4+50 TO STA. 64+00

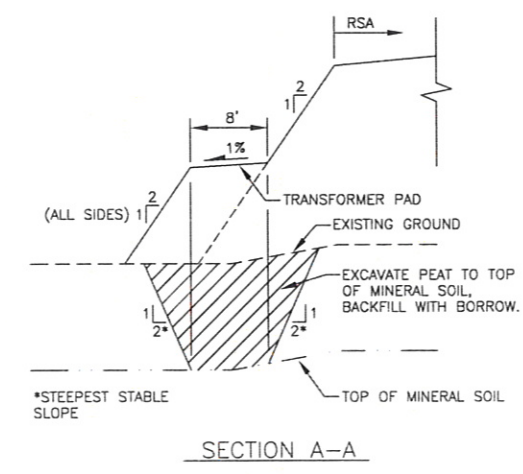
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE 06-10-011 Date 06-30-09



**2**  
**B1** N.T.S. **TRANSFORMER PAD, STA. 20+85, LEFT**



**3**  
**B1** N.T.S. **TRANSFORMER PAD, STA. 62+44, RIGHT**



PATH:  
C:\Documents and Settings\construction\Desktop

Wed, 24/Jun/09 03:57PM construction  
TAB: B01

ADDENDUM NUMBER  
2

ATTACHMENT NUMBER  
1

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	5/20/08	TRANSFORMER PADS
2	5/28/08	SECTION REVISION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

TYPICAL SECTIONS

PROJECT DESIGNATIONS

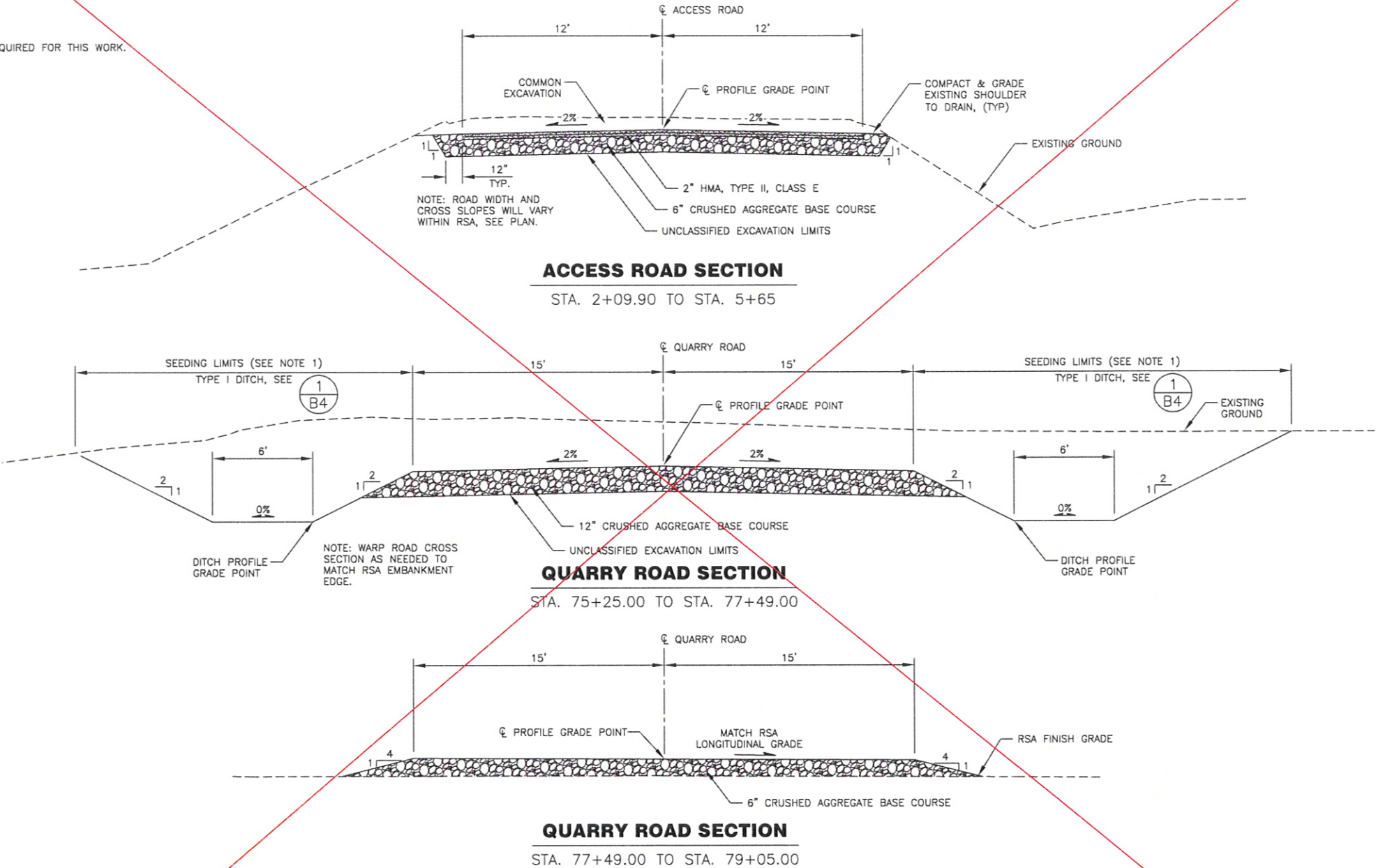
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
B1	45



**NOTES:**

1. SEED SOIL EMBANKMENT SIDE SLOPES. THE ENGINEER WILL DIRECT THE LIMITS REQUIRED FOR THIS WORK.  
2. REGRADE AND SEED ALL SOIL AREAS DISTURBED BY CONSTRUCTION.



NOT CONSTRUCTED

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

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PATH:  
C:\Documents and Settings\construction\Desktop

Tue, 23/Jun/09 11:53AM construction  
TAB: B03

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

TYPICAL SECTIONS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

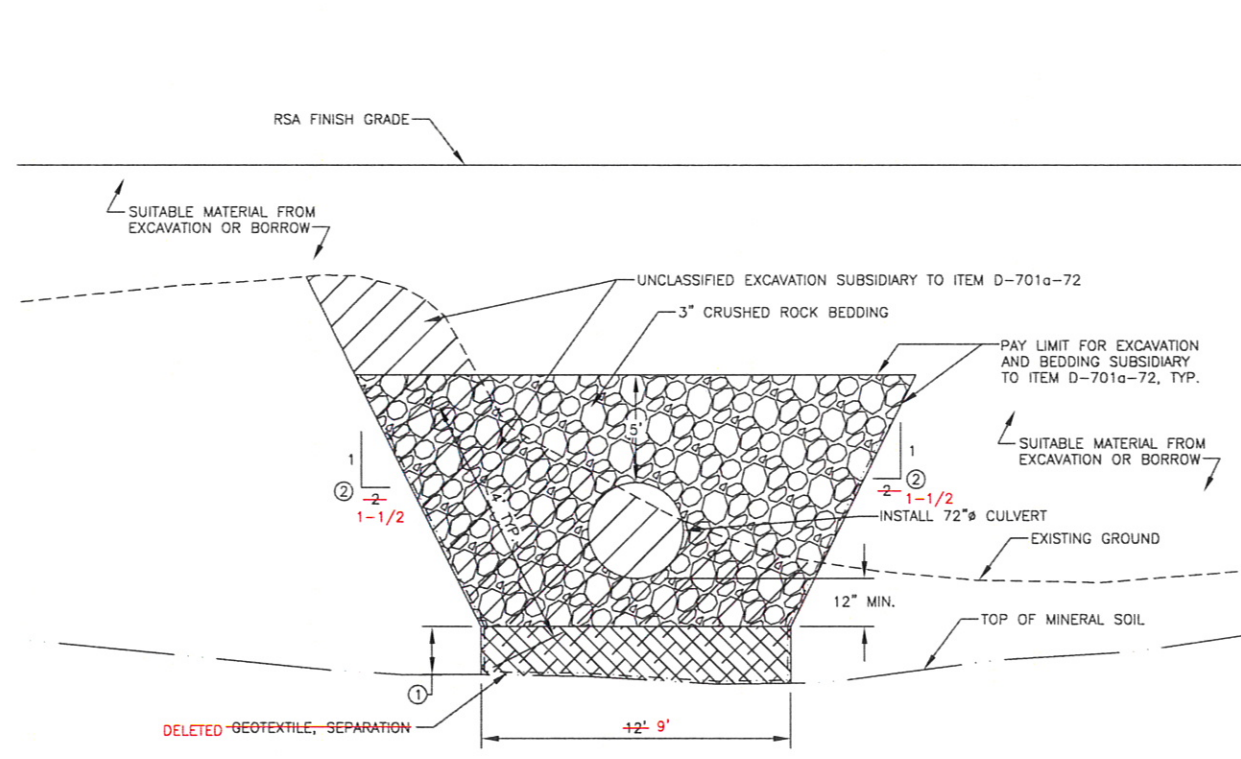
TYPICAL  
SECTIONS

PROJECT DESIGNATIONS

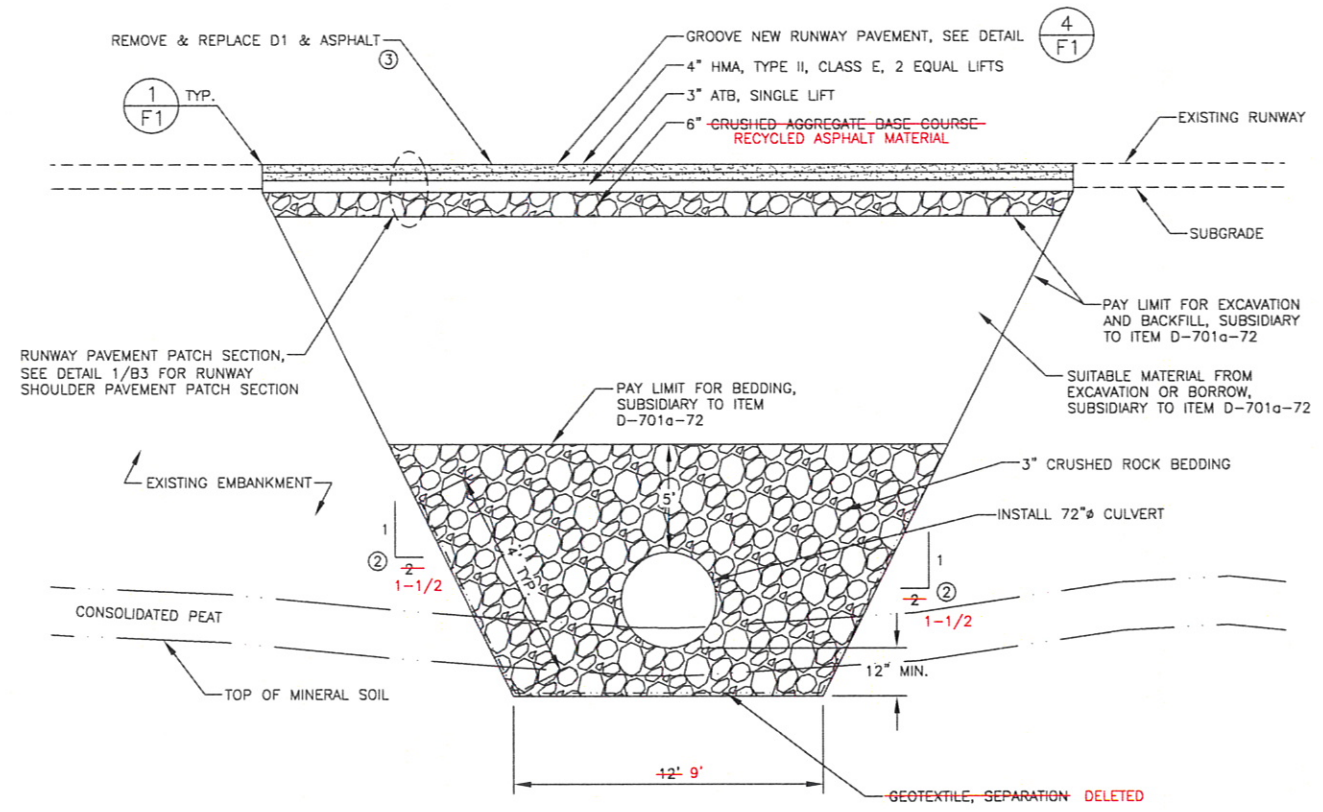
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
B2	45





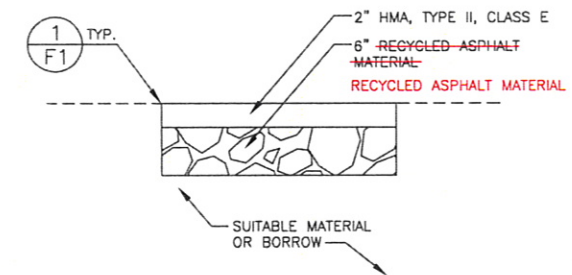
**CULVERT TRENCH TYPICAL SECTION UNDER RSA**



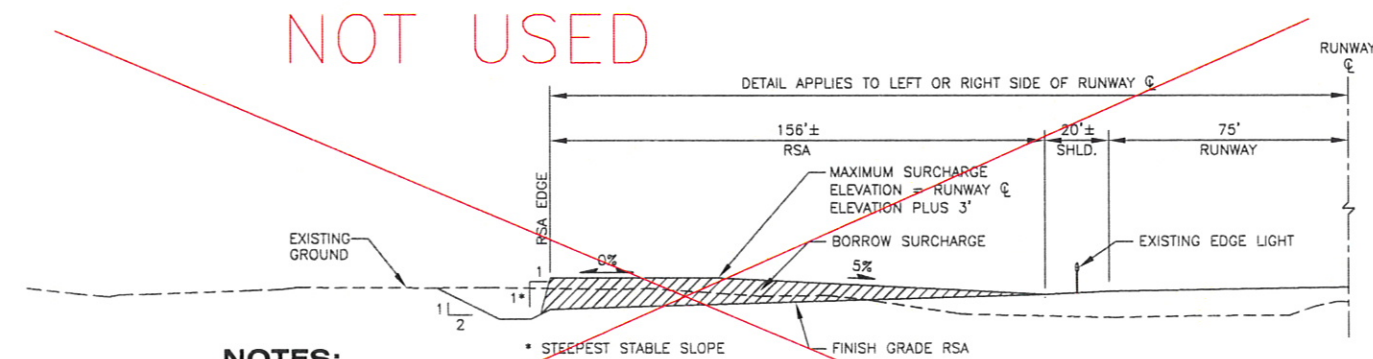
**CULVERT TRENCH TYPICAL SECTION UNDER RUNWAY**

**NOTES:**

1. SUBEXCAVATE UNSUITABLE SOILS PER SPECIFICATION SECTION D701. SUBEXCAVATION TO BE MEASURED AND PAID UNDER ITEM P-152a. REPLACE UNSUITABLE WITH 3" CRUSHED ROCK TO BE MEASURED AND PAID AS P-152j.
2. ENGINEER'S ESTIMATE IS BASED ON 2:1 SLOPES OF TRENCH. CONTRACTOR TO SHEET/SHORE/DEWATER AS NECESSARY TO INSTALL PIPE IN ACCORDANCE WITH SPECIFICATIONS AND APPLICABLE SAFETY REGULATIONS.
3. REMOVE & REPLACE D1 & ASPHALT DOWN TO SUBGRADE - MEASURE AND PAY AS P-160a. REPLACE WITH P-209b, P-320b, & P-401a.
4. DO NOT STOCKPILE MATERIAL REMOVED DURING TRENCH EXCAVATION ON THE RUNWAY OR SHOULDER PAVEMENT.
5. USEABLE EXCAVATION FROM CULVERT CROSSINGS MAY BE USED AS TRENCH BACKFILL.



**RUNWAY SHOULDER PAVEMENT PATCH SECTION**  
N.T.S.



**NOTES:**

1. CONSTRUCT RSA SURCHARGE AREAS FIRST. USE THE EXCESS SURCHARGE MATERIAL TO CONSTRUCT REMAINING RSA EMBANKMENT.
2. DO NOT ALLOW WATER TO POND AT THE EDGE OF PRIMARY SHOULDER PAVEMENT. PROVIDE A SUBSURFACE DRAINAGE SYSTEM OR LATERAL BREAKS IN THE BORROW SURCHARGE FOR DRAINAGE.
3. IF BORROW SURCHARGE IS UTILIZED, IT SHALL BE AUTHORIZED AND DELINEATED BY THE ENGINEER PRIOR TO USE PER SPECIFICATION SECTION P-152.

**RSA SURCHARGE DETAIL**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *[Signature]* Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
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Wed, 24/Jun/09 03:59PM construction  
TAB: B03

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	6/6/08	ADDENDUM NO. 4

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EUG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

TYPICAL  
SECTIONS

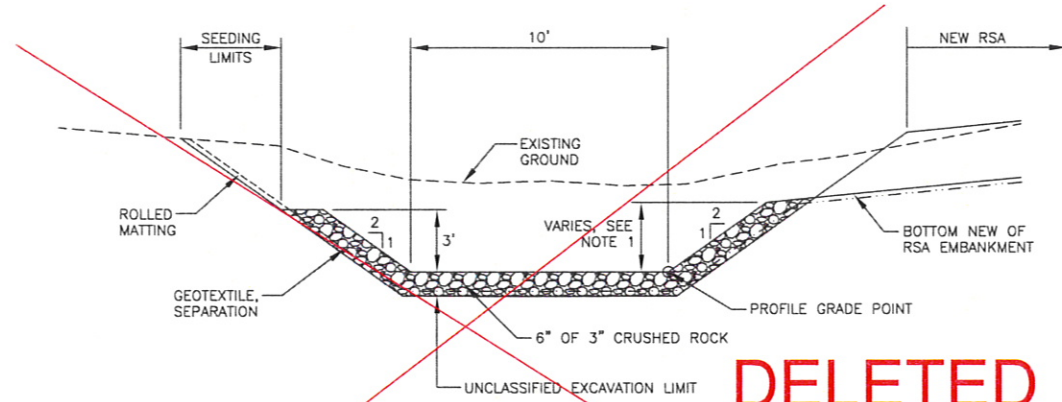
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
B3	45

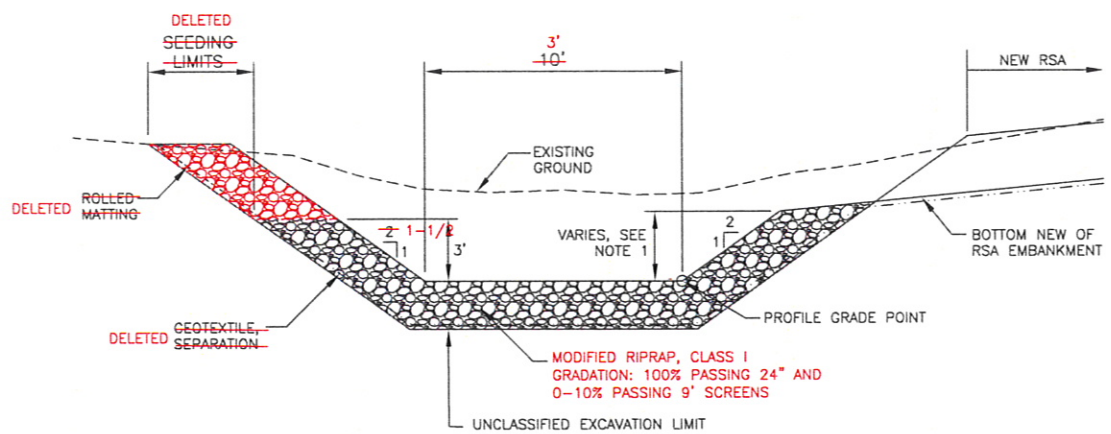




- NOTES:
1. DITCH FORESLOPE: APPLY 3" CRUSHED ROCK UP TO BOTTOM OF NEW RSA EMBANKMENT.
  2. SEE DITCH TYPE TABLE FOR CONSTRUCTION LOCATIONS.

**1**  
**B4** **DITCH SECTION - TYPE I**  
N.T.S.

DITCH TYPE TABLE			
FROM RW STATION	TO RW OFFSET	DITCH TYPE	RSA SIDE
4+00.00	20+91.30	II	LEFT
21+10.50	24+44.94	II	LEFT
26+46.22	45+92.60	II	LEFT
47+05.50	48+75.08	II	LEFT
50+67.87	52+00.00	II	LEFT
58+71.90	64+00.00	II	LEFT



- NOTES:
1. DITCH FORESLOPE: APPLY CLASS I RIPRAP UP TO BOTTOM OF NEW RSA EMBANKMENT.
  2. SEE DITCH TYPE TABLE FOR CONSTRUCTION LOCATIONS.

**2**  
**B4** **DITCH SECTION - TYPE II**  
N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE   JJD   Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
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Wed, 24/Jun/09 04:01PM construction  
TAB: B04

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

TYPICAL SECTIONS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

TYPICAL  
SECTIONS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
B4	45



ESTIMATE OF QUANTITIES			
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
D-701a-36	CORRUGATED POLYETHYLENE PIPE, 36 INCH	LINEAR FOOT	280
D-701a-48	CORRUGATED POLYETHYLENE PIPE, 48 INCH	LINEAR FOOT	108
D-701a-72	CORRUGATED ALUMINUM PIPE, 72 INCH	LINEAR FOOT	2,618
D-701d	SAND CEMENT SLURRY	LUMP SUM	ALL REQUIRED
G-100a	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED
G-130a	FIELD OFFICE	LUMP SUM	ALL REQUIRED
G-130g	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	4
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED
G-135b	EXTRA THREE PERSON SURVEY PARTY	HOURL	0
G-300a	CPM SCHEDULING	LUMP SUM	ALL REQUIRED
G-700a	AIRPORT FLAGGER	CONTINGENT SUM	4,845 hrs
G-700c	AIRPORT TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
L-100d	MEDIUM INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-861 AND L-861E	EACH	6
L-100g	PRIMARY HANDHOLE, L-868, SIZE B	EACH	10
L-100h	REMOVE EXISTING RUNWAY AND TAXIWAY LIGHT	EACH	6
L-108a	UNDERGROUND CABLE #8 AWG, COPPER, 5 KV FAA TYPE "C", L-824	LINEAR FOOT	8,190
L-108c	#6 GREEN INSULATED COPPER GROUND CONDUCTOR	LINEAR FOOT	3,380
L-108e	UNDERGROUND CABLE, #8 AWG COPPER, 600V, TYPE "C", L-824	LINEAR FOOT	500
L-108g	GROUND ROD	EACH	8
L-110g	2-INCH HDPE CONDUIT	LINEAR FOOT	1,830
P-152a	UNCLASSIFIED EXCAVATION	CUBIC YARD	228,701
P-152i	BORROW	TON	1,298,299
P-152j	3" CRUSHED ROCK	TON	14,905
P-152k	EMBANKMENT SURCHARGE	CONTINGENT SUM	0
P-157a	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
P-157b	TEMPORARY EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
P-157e	TEMPORARY CHECK DAMS	EACH	0
P-157f	SETTLING POND	EACH	3
P-157h	SEDIMENT FILTER BAG	EACH	1
P-157i	SILT FENCE	LINEAR FOOT	14,556
P-157j	TEMPORARY SEEDING	POUND	127
P-160a	EXCAVATION AND DISPOSAL OF PAVEMENT (AC)	SQUARE YARD	12,307
P-180a(1a)	RIPRAP, CLASS I	TON	9,655
P-180a(2)	RIPRAP, CLASS II	CUBIC YARD	655
P-209b	CRUSHED AGGREGATE BASE COURSE	TON	0
P-209bb	TOPPING MATERIAL	TON	1,161
P-320b	ASPHALT TREATED BASE	TON	1,702.16
P-401a	HOT MIX ASPHALT TYPE II, CLASS E	TON	2,607.70
P-401b	HOT MIX ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	0
P-401c	ASPHALT CEMENT, PG 64-28	TON	207.58
P-603a	TACK COAT, CSS-1	TON	3.77
P-620c	RUNWAY AND TAXIWAY PAINTING	LUMP SUM	ALL REQUIRED
P-630a	PAVEMENT GROOVING	SQUARE YARD	9,399
P-670a	HAZARD MARKER BARRIER	EACH	20
P-681a	GEOTEXTILE, SEPARATION	SQUARE YARD	0
T-901b	SEEDING	POUND	177.50
T-908b	ROLLED MATTING	SQUARE YARD	0

EARTHWORK SUMMARY TABLE				
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY	NOTES
P-152a	UNCLASSIFIED EXCAVATION	CUBIC YARD	124,000	CULVERT TRENCH EXCAVATION SUBSIDIARY TO ITEM D-701a-72 AND NOT INCLUDED IN ESTIMATE OF QUANTITIES TABLE.
	PEAT WASTE LAYERED IN BORROW FILL	CUBIC YARD	70,000	PAID UNDER ITEM P-152a.
P-152i	BORROW	TON	144,000	CULVERT TRENCH BACKFILL WITHIN EXISTING RUNWAY EMBANKMENT SUBSIDIARY TO ITEM D-701a-72 AND NOT INCLUDED IN ESTIMATE OF QUANTITIES TABLE.
P-152i	BORROW	TON	130,900	ADDITIONAL BORROW RESULTING FROM PEAT CONSOLIDATION, PAID FOR UNDER ITEM P-152i, SEE NOTE 1.
	3" CRUSHED ROCK BEDDING	TON	80,000	CULVERT BEDDING SUBSIDIARY TO ITEM D-701a-72 AND NOT INCLUDED IN ESTIMATE OF QUANTITIES TABLE.

- NOTES:
1. ESTIMATED AS 25% CONSOLIDATION OF THE PEAT LAYER THICKNESS AFTER PEAT EXCAVATION NEEDED FOR EMBANKMENT CONSTRUCTION.

ESTIMATING FACTORS		
ITEM NO.	ITEM	FACTOR/QUANTITY
P-152i	BORROW	133 LB/CF
P-152j	CRUSHED ROCK SURFACE COURSE	152 LB/CF
P-209b	CRUSHED AGGREGATE BASE COURSE	150 LB/CF
P-320b	ASPHALT TREATED BASE	152 LB/CF
P-401a	HOT MIX ASPHALT TYPE II, CLASS E	152 LB/CF
P-401c	ASPHALT CEMENT [PG 64-28]	5.0% OF P-320b
P-401c	ASPHALT CEMENT [PG 64-28]	6.0% OF P-401a
P-603a	TACK COAT, STE-1	0.55 LB/SY

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: SLB Date 06-30-09

PATH:  
C:\Documents and Settings\construction\Desktop\

Mon, 15/Jun/09 08:52AM construction  
TAB: C01

ADDENDUM NUMBER  
1

ATTACHMENT NUMBER  
2

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	5/22/08	QUANTITIES REVISION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

ESTIMATE OF QUANTITIES

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: EJJ  
DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

ESTIMATE  
OF QUANTITIES

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
C1	45



EXISTING CULVERT SUMMARY							
INLET		OUTLET		LENGTH (LINEAR FOOT)	SIZE (DIA. IN.)	SAND CEMENT SLURRY VOLUME (CY)	REMARKS
R/W STATION	R/W OFFSET	R/W STATION	R/W OFFSET				
15+16.95	126.43' LT	14+86.52	135.77' RT	264	24	31	FILL WITH SAND CEMENT SLURRY
22+79.90	158.70' LT	20+88.79	178.87' RT	388	42	181	FILL WITH SAND CEMENT SLURRY
28+59.57	127.17' LT	27+69.84	148.01' RT	289	24	34	FILL WITH SAND CEMENT SLURRY
44+70.81	146.67' LT	44+64.85	174.80' RT	322	48	150	FILL WITH SAND CEMENT SLURRY
49+96.06	151.56' LT	NOT FOUND, ESTIMATED LENGTH		325±	48	163	FILL WITH SAND CEMENT SLURRY
NOT FOUND, ESTIMATED LENGTH		59+25.18	156.14' RT	325±	48	151	<del>FILL WITH SAND CEMENT SLURRY</del> REMOVED
63+94.52	143.31' LT	62+18.13	165.04' RT	384	36	100	FILL WITH SAND CEMENT SLURRY
20+89.00	143.00' LT	21+59.00	149.00' LT	70	18		REMOVE CULVERT
		TOTAL		2417	TOTAL	810	

CULVERT INSTALLATION SUMMARY												
PIPE NO.	PIPE TYPE	INLET			OUTLET			GRADE	36"	48"	72"	REMARKS
		R/W STATION	R/W OFFSET	INVERT ELEV	R/W STATION	R/W OFFSET	INVERT ELEV					
P-1	CPE	20+91.3	275.1' LT	91.1	21+70.5	280.2' LT	88.8	-2.88%	80			QUARRY ROAD
P-2	AL	23+54.37	299.53' LT	75.01	18+83.30	311.89' RT	68.46	-0.85%			771.84	HS-4
P-3	AL	45+28.83	295.01' LT	86.20	45+46.03	334.42' RT	64.81	-3.40%			630.02	HS-6
P-4	AL	50+75.85	301.13' LT	83.22	49+51.72	372.24' RT	71.35	-1.45%			689.28	HS-7
P-5	AL	60+34.29	282.34' LT	96.05	59+12.66	298.82' RT	84.01	-2.03%			593.87	MS-1
P-6	CPE	17+53.10	3064.56' LT	209.34	18+38.49	2887.69' LT	206.42	-1.50%	200			QUARRY ROAD, SEE SHEET Q1
P-7	CPE	20+64.5	629.8' LT	101.6	21+82.7	619.3' LT	98.8			120		QUARRY ROAD
TOTALS									280	120	2685.01	

CPE = CORRUGATED POLYETHYLENE  
AL = 10 GAUGE CORRUGATED ALUMINUM

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE:                      Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
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Fri, 26/Jun/09 11:48AM      construction  
TAB: D01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

SUMMARY TABLES

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

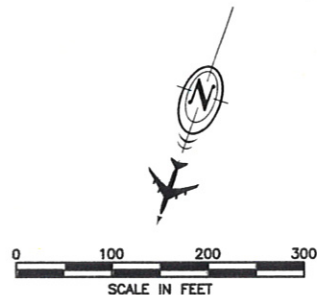
SUMMARY TABLES

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
D1	45



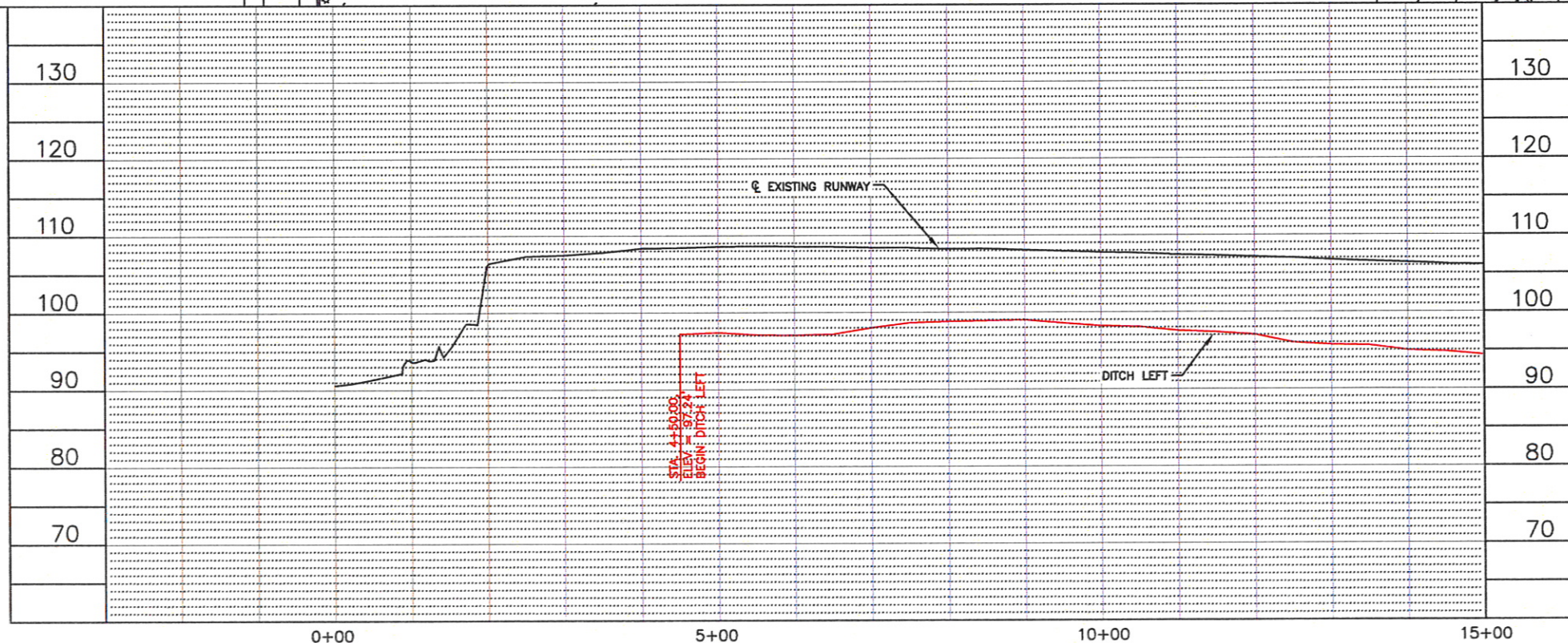
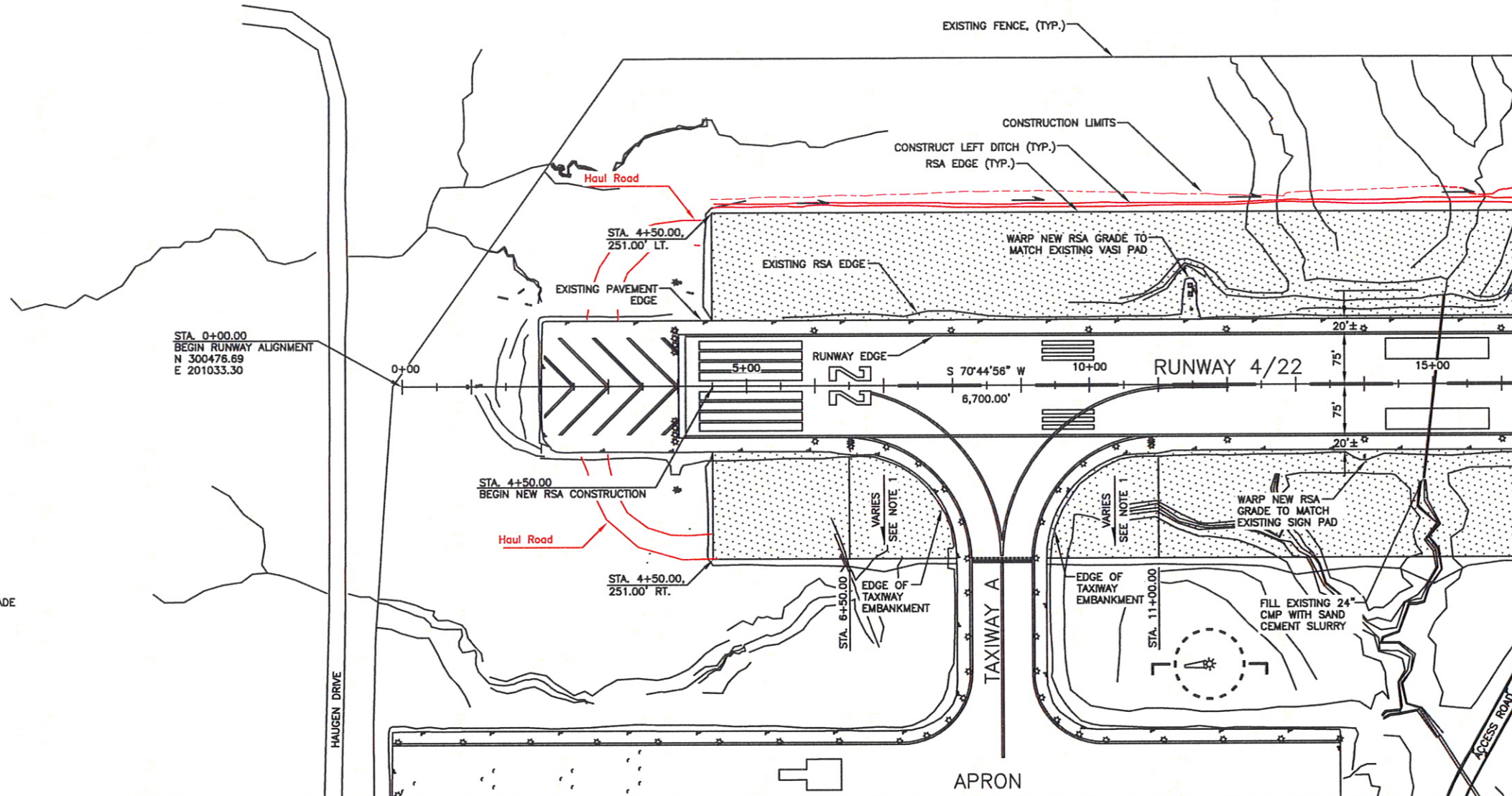


LEGEND:



NOTES:

1. FROM STA. 6+50 AHEAD AND STA. 11+00 BACK, UNIFORMLY WARP RSA GRADE FROM SPECIFIED GRADE TO MATCH EDGE OF TAXIWAY EMBANKMENT.



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE ASB Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
C:\Documents and Settings\construction\Desktop\

Tue, 30/Jun/09 02:57PM construction  
TAB: E01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
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PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: EJC  
DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

RUNWAY  
PLAN & PROFILE

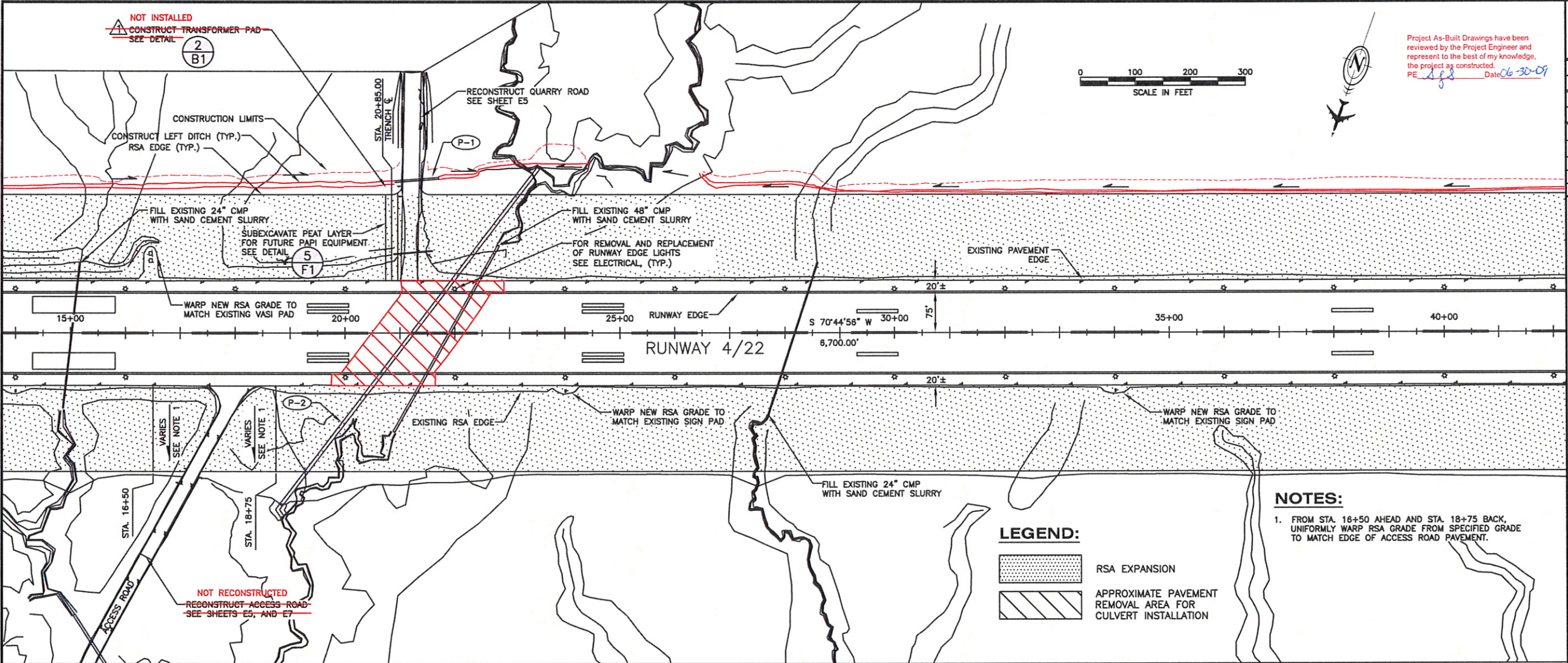
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
E1	45





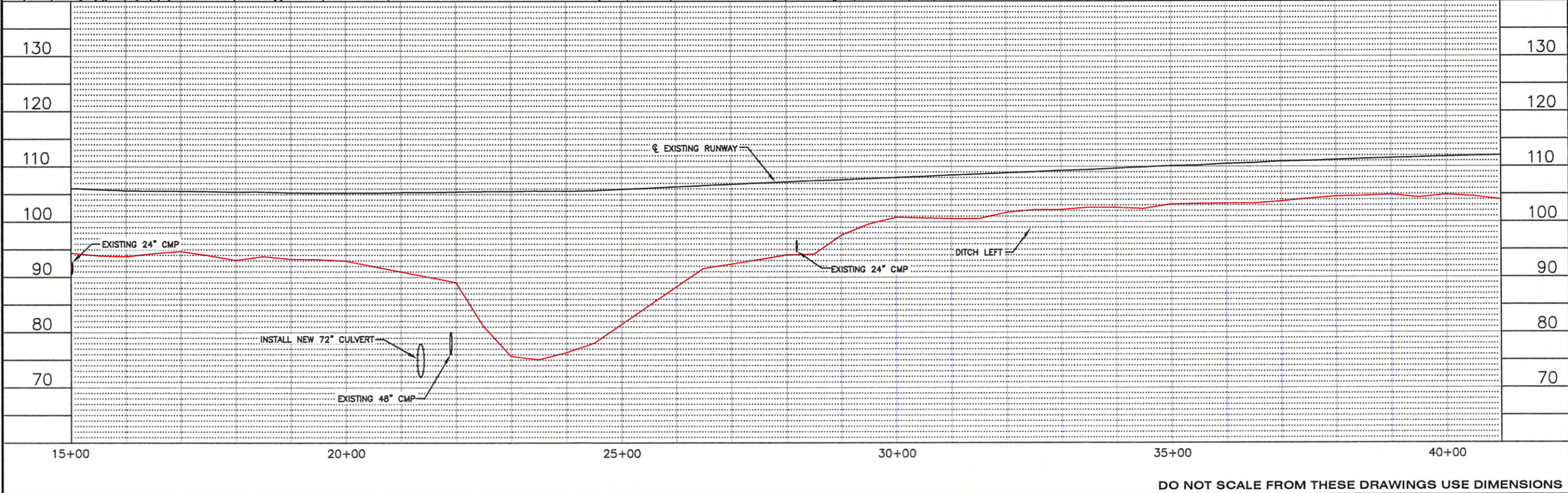
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ATTACHMENT NUMBER		
2		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
1	5/20/08	TRANSFORMER PAD

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

RUNWAY PLAN & PROFILE

PREPARED BY: USKH INC.  
CHECKED BY: DLM

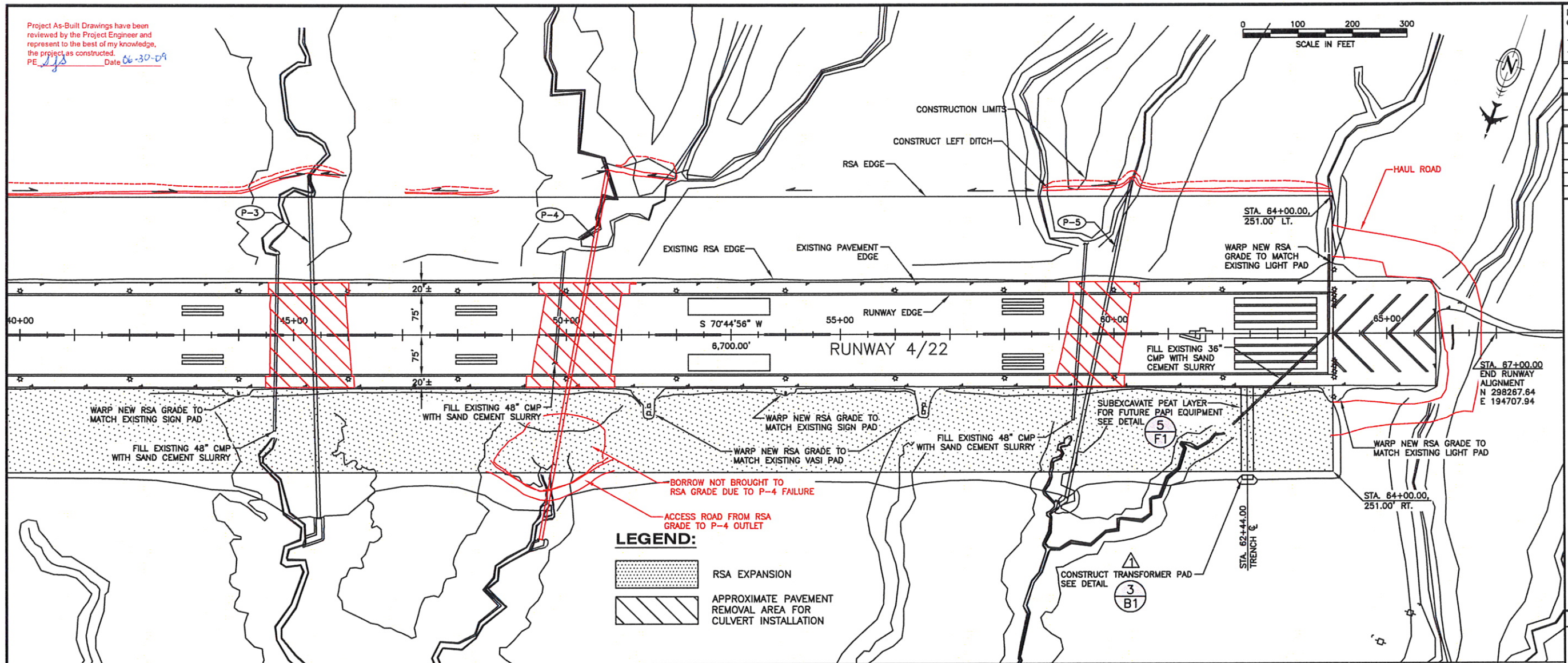
DESIGNED BY: EJC
DRAWN BY: SMT
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)
RUNWAY PLAN & PROFILE
PROJECT DESIGNATIONS
ALASKA - DOT & PF 68207
FEDERAL - FAA AIP NO. 3-02-0219-1108
STATE ALASKA
YEAR 2008
SHEET NUMBER E2
TOTAL SHEETS 45



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

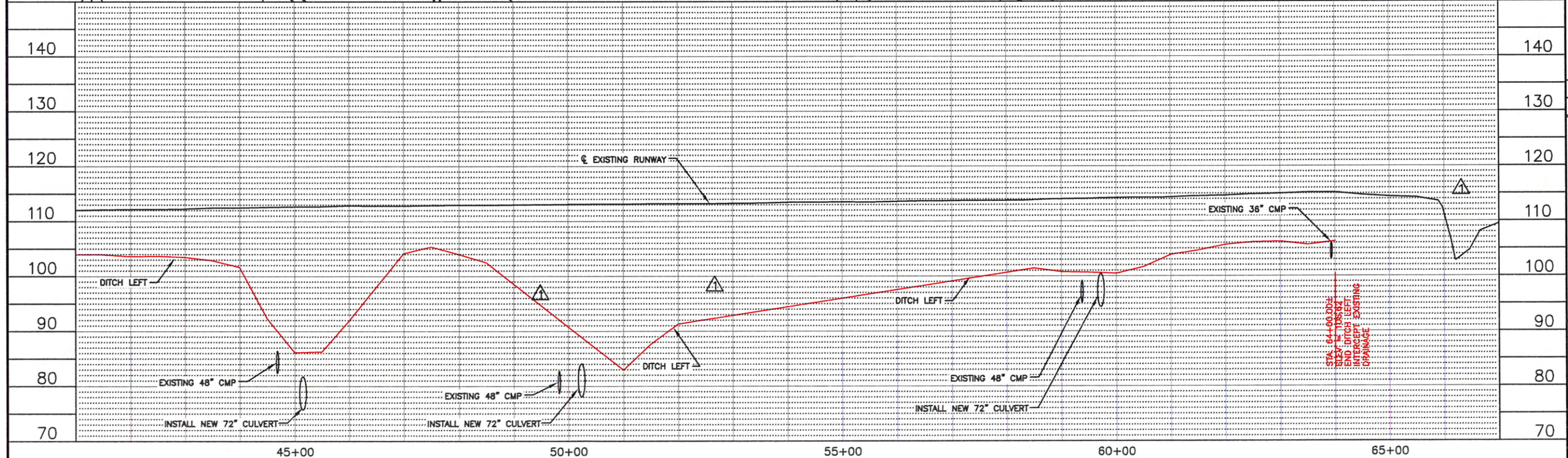


Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: sjf Date: 06-30-09



**LEGEND:**

	RSA EXPANSION
	APPROXIMATE PAVEMENT REMOVAL AREA FOR CULVERT INSTALLATION



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
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TAB: E03

ADDENDUM NUMBER  
1

ATTACHMENT NUMBER  
2

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	5/22/08	TRANS. PAD/PROFILE REV.

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: EJG  
DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

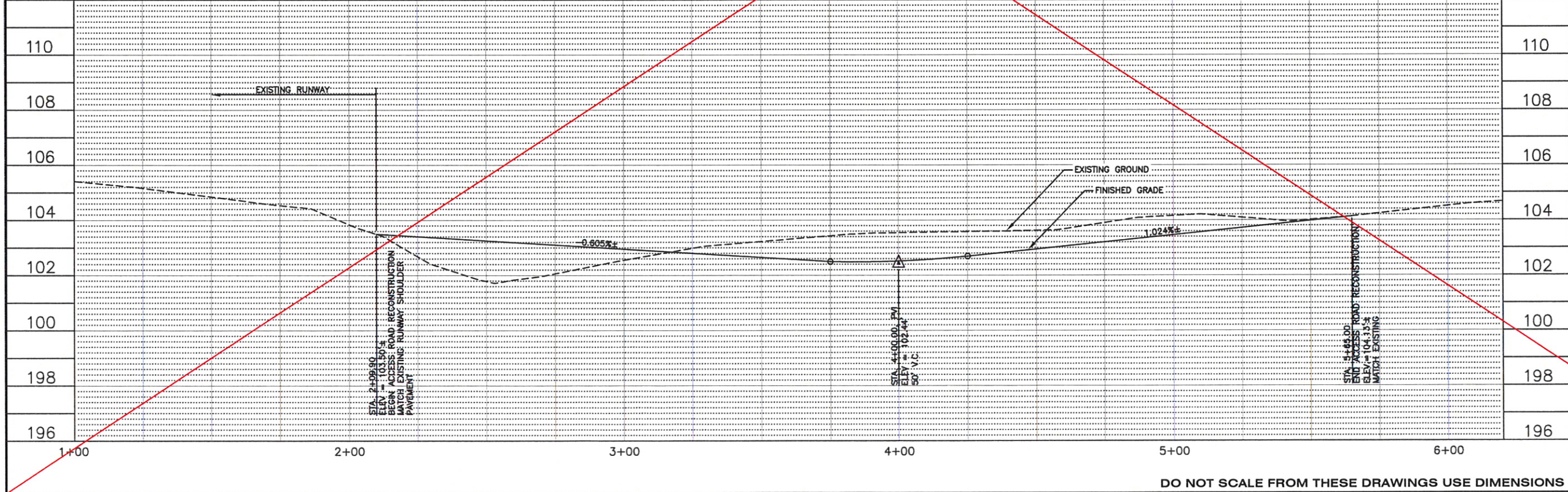
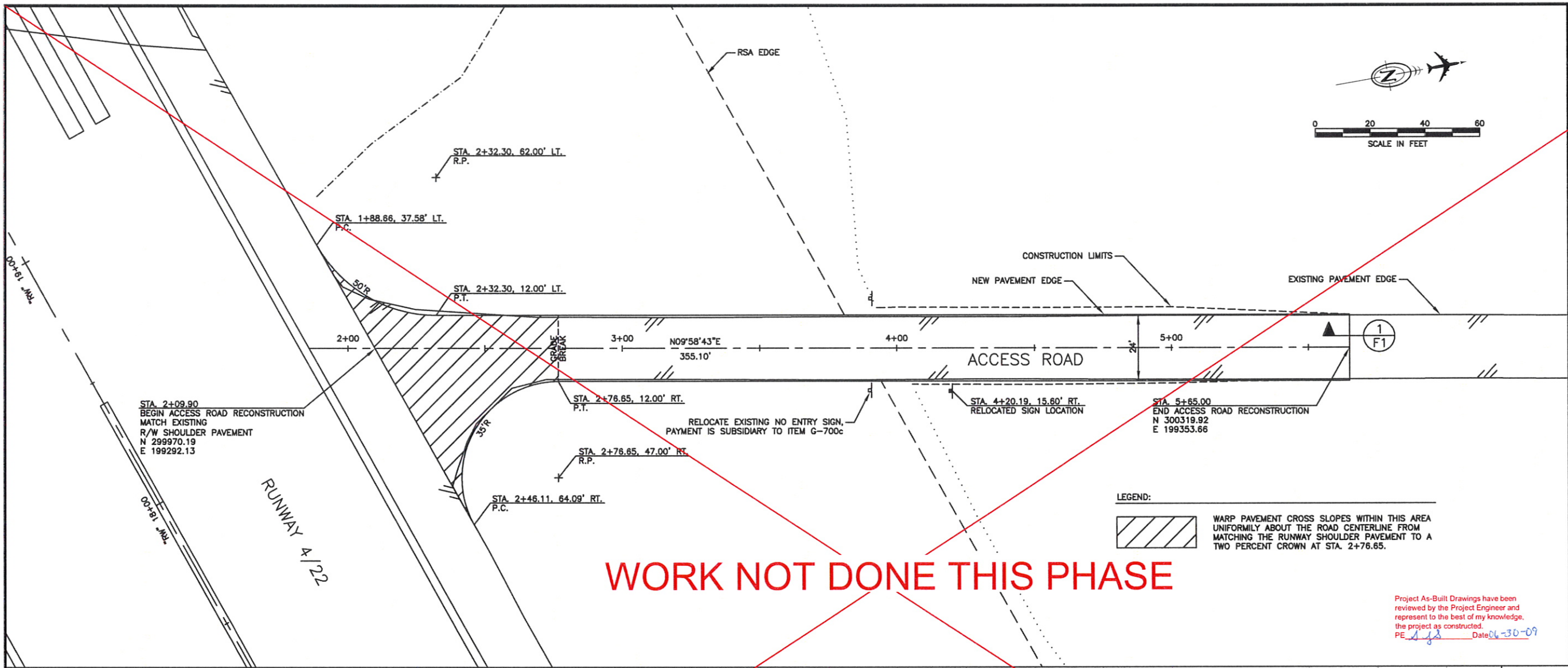
PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

**RUNWAY PLAN & PROFILE**

PROJECT DESIGNATIONS  
ALASKA - DOT & PF 68207  
FEDERAL - FAA AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
E3	45





PATH:  
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Thu, 18/Jun/09 02:49PM construction

TAB: E05

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

ACCESS ROAD PLAN & PROFILE

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

ACCESS ROAD  
PLAN & PROFILE

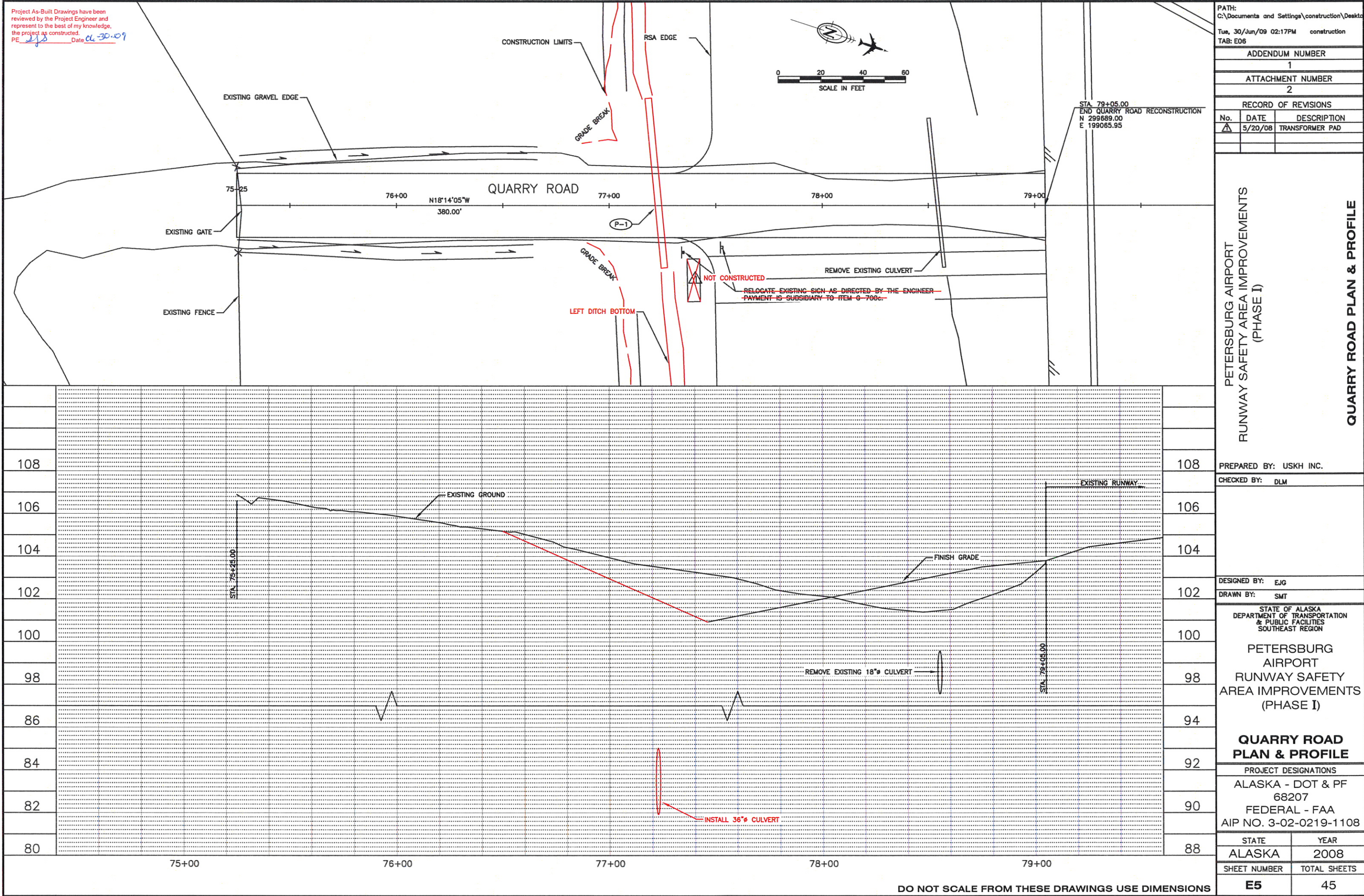
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

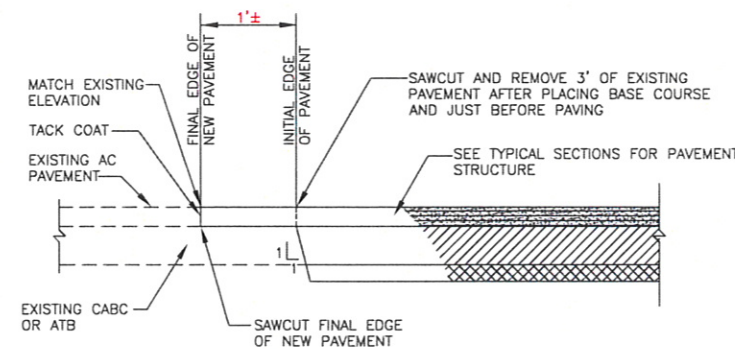
SHEET NUMBER	TOTAL SHEETS
E4	45



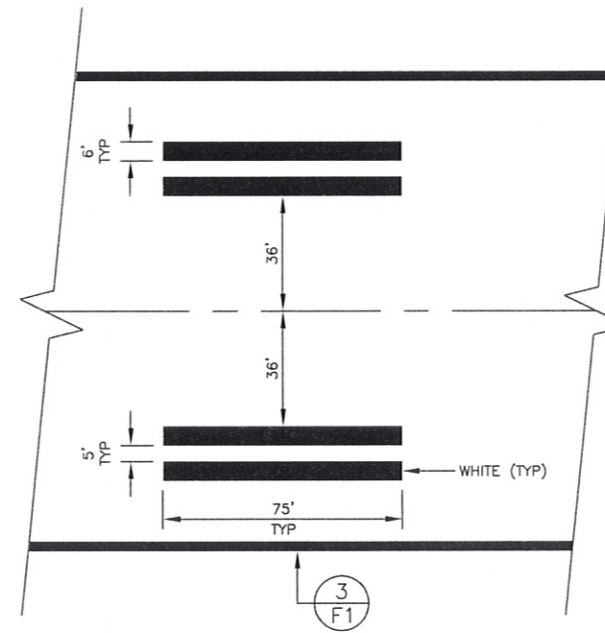


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ADDENDUM NUMBER		
1		
ATTACHMENT NUMBER		
2		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
1	5/20/08	TRANSFORMER PAD
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)		
QUARRY ROAD PLAN & PROFILE		
PREPARED BY: USKH INC.		
CHECKED BY: DLM		
DESIGNED BY: EJC		
DRAWN BY: SMT		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)		
QUARRY ROAD PLAN & PROFILE		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF		
68207		
FEDERAL - FAA		
AIP NO. 3-02-0219-1108		
STATE	YEAR	
ALASKA	2008	
SHEET NUMBER	TOTAL SHEETS	
E5	45	

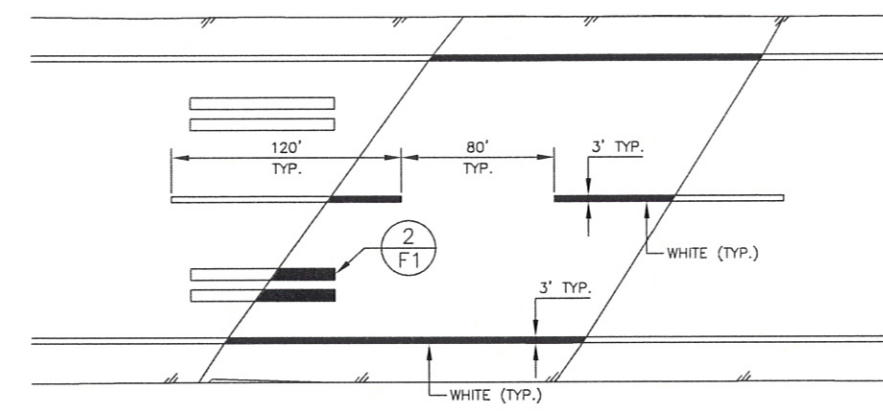




**1 AC PAVEMENT CUT AND MATCH SECTION**  
N.T.S.



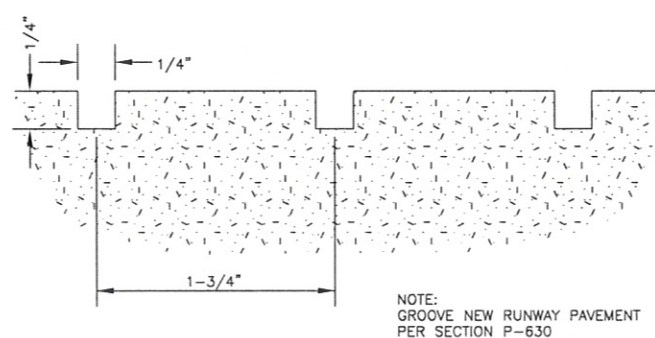
**2 TOUCHDOWN ZONE MARKING DETAIL**  
N.T.S.



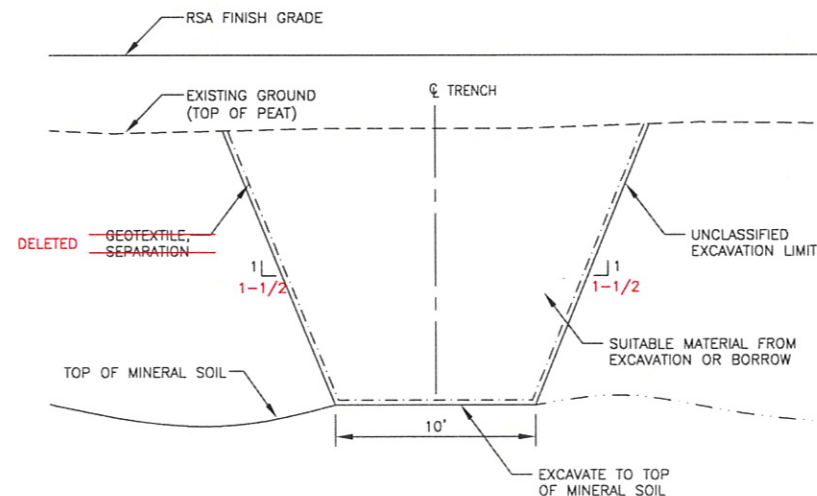
**MARKING NOTES:**

1. THE CONTRACTOR WILL RECORD THE CONFIGURATIONS OF THE EXISTING RUNWAY MARKINGS PRIOR TO RUNWAY PAVEMENT REMOVAL. THE CONTRACTOR WILL USE THE RECORDED MARKING DATA AS A BASIS FOR MARKING NEW RUNWAY PAVEMENT. DETAILS 2/F1 AND 3/F1 ARE PROVIDED FOR REFERENCE.

**3 RUNWAY MARKING DETAIL**  
N.T.S.



**4 PAVEMENT GROOVING DETAIL**  
N.T.S.



**5 TRENCH FOR FUTURE PAPI EQUIPMENT**  
N.T.S.

STA. 20+85 LEFT AND  
STA. 62+44 RIGHT

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *[Signature]* Date *06-30-09*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
C:\Documents and Settings\construction\Desktop

Fri, 19/Jun/09 09:47AM construction  
TAB: F03

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

MISCELLANEOUS DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJJ

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

MISCELLANEOUS  
DETAILS

PROJECT DESIGNATIONS

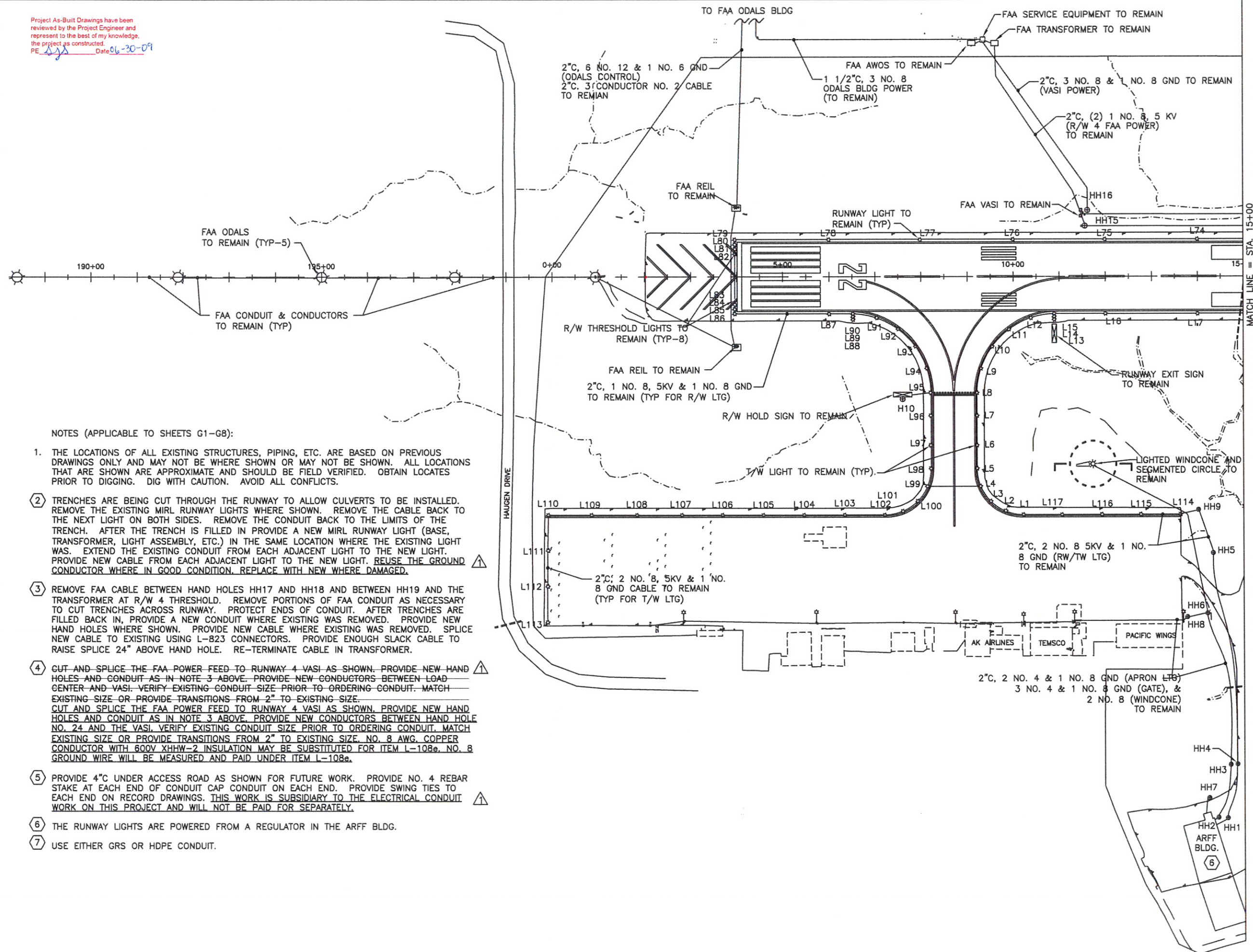
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
F1	45



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: AAA Date: 06-30-09



NOTES (APPLICABLE TO SHEETS G1-G8):

1. THE LOCATIONS OF ALL EXISTING STRUCTURES, PIPING, ETC. ARE BASED ON PREVIOUS DRAWINGS ONLY AND MAY NOT BE WHERE SHOWN OR MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID ALL CONFLICTS.
2. TRENCHES ARE BEING CUT THROUGH THE RUNWAY TO ALLOW CULVERTS TO BE INSTALLED. REMOVE THE EXISTING MRL RUNWAY LIGHTS WHERE SHOWN. REMOVE THE CABLE BACK TO THE NEXT LIGHT ON BOTH SIDES. REMOVE THE CONDUIT BACK TO THE LIMITS OF THE TRENCH. AFTER THE TRENCH IS FILLED IN PROVIDE A NEW MRL RUNWAY LIGHT (BASE, TRANSFORMER, LIGHT ASSEMBLY, ETC.) IN THE SAME LOCATION WHERE THE EXISTING LIGHT WAS. EXTEND THE EXISTING CONDUIT FROM EACH ADJACENT LIGHT TO THE NEW LIGHT. PROVIDE NEW CABLE FROM EACH ADJACENT LIGHT TO THE NEW LIGHT. REUSE THE GROUND CONDUCTOR WHERE IN GOOD CONDITION. REPLACE WITH NEW WHERE DAMAGED.
3. REMOVE FAA CABLE BETWEEN HAND HOLES HH17 AND HH18 AND BETWEEN HH19 AND THE TRANSFORMER AT R/W 4 THRESHOLD. REMOVE PORTIONS OF FAA CONDUIT AS NECESSARY TO CUT TRENCHES ACROSS RUNWAY. PROTECT ENDS OF CONDUIT. AFTER TRENCHES ARE FILLED BACK IN, PROVIDE A NEW CONDUIT WHERE EXISTING WAS REMOVED. PROVIDE NEW HAND HOLES WHERE SHOWN. PROVIDE NEW CABLE WHERE EXISTING WAS REMOVED. SPLICE NEW CABLE TO EXISTING USING L-823 CONNECTORS. PROVIDE ENOUGH SLACK CABLE TO RAISE SPLICE 24\"/>
4. CUT AND SPLICE THE FAA POWER FEED TO RUNWAY 4 VASI AS SHOWN. PROVIDE NEW HAND HOLES AND CONDUIT AS IN NOTE 3 ABOVE. PROVIDE NEW CONDUCTORS BETWEEN LOAD CENTER AND VASI. VERIFY EXISTING CONDUIT SIZE PRIOR TO ORDERING CONDUIT. MATCH EXISTING SIZE OR PROVIDE TRANSITIONS FROM 2\"/>
5. PROVIDE 4\"/>
6. THE RUNWAY LIGHTS ARE POWERED FROM A REGULATOR IN THE ARFF BLDG.
7. USE EITHER GRS OR HDPE CONDUIT.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
C:\Documents and Settings\construction\Desktop\Wed, 24/Jun/09 07:18AM construction  
TAB: G1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	8/5/08	ADDENDUM NO. 3

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)  
EXISTING AND DEMOLITION RUNWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)  
EXISTING &  
DEMOLITION  
RUNWAY/TAXIWAY  
ELECTRICAL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G1	45



ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)  
  
EXISTING AND DEMOLITION RUNWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

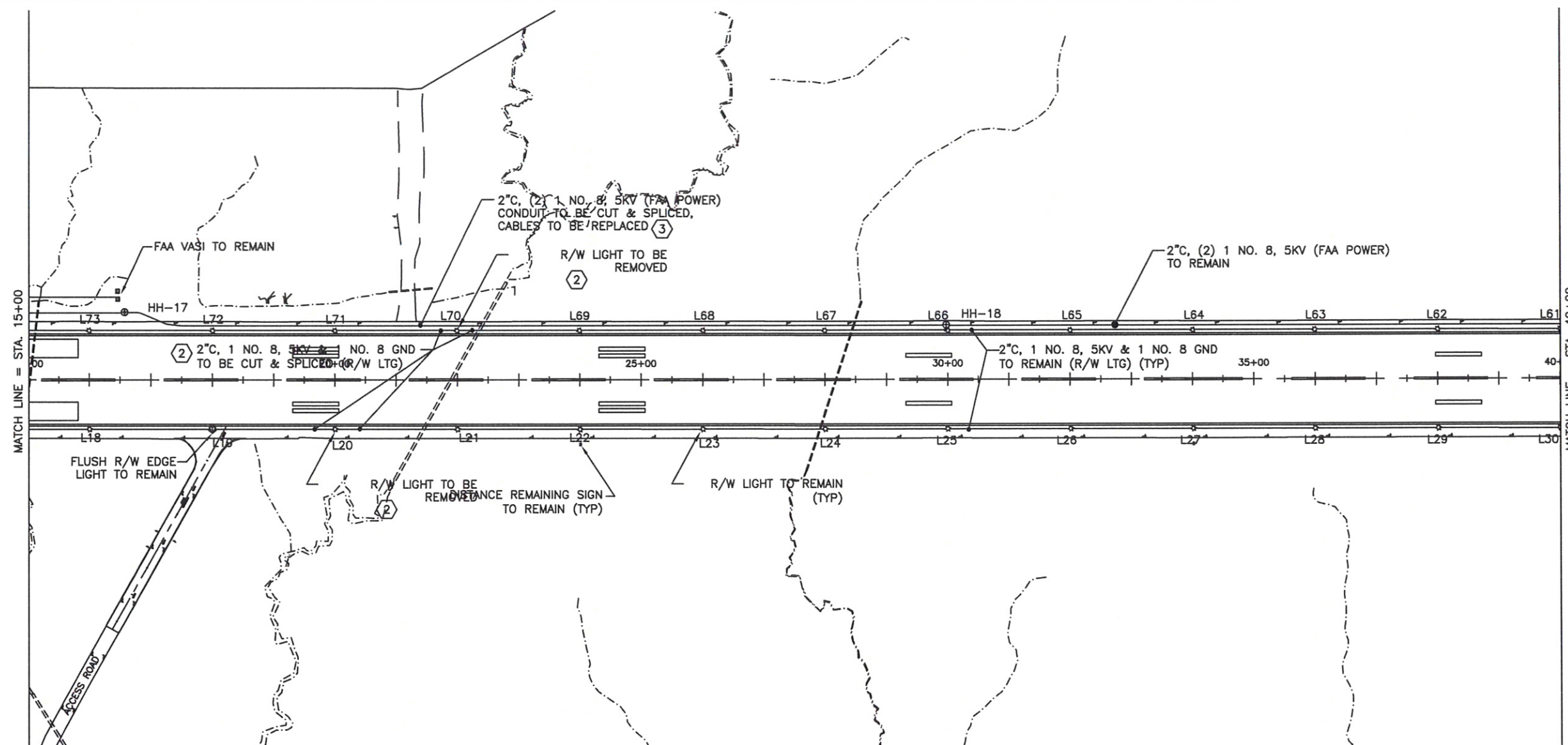
DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)  
EXISTING &  
DEMOLITION  
RUNWAY ELECTRICAL  
PLAN AND LEGEND

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G2	45



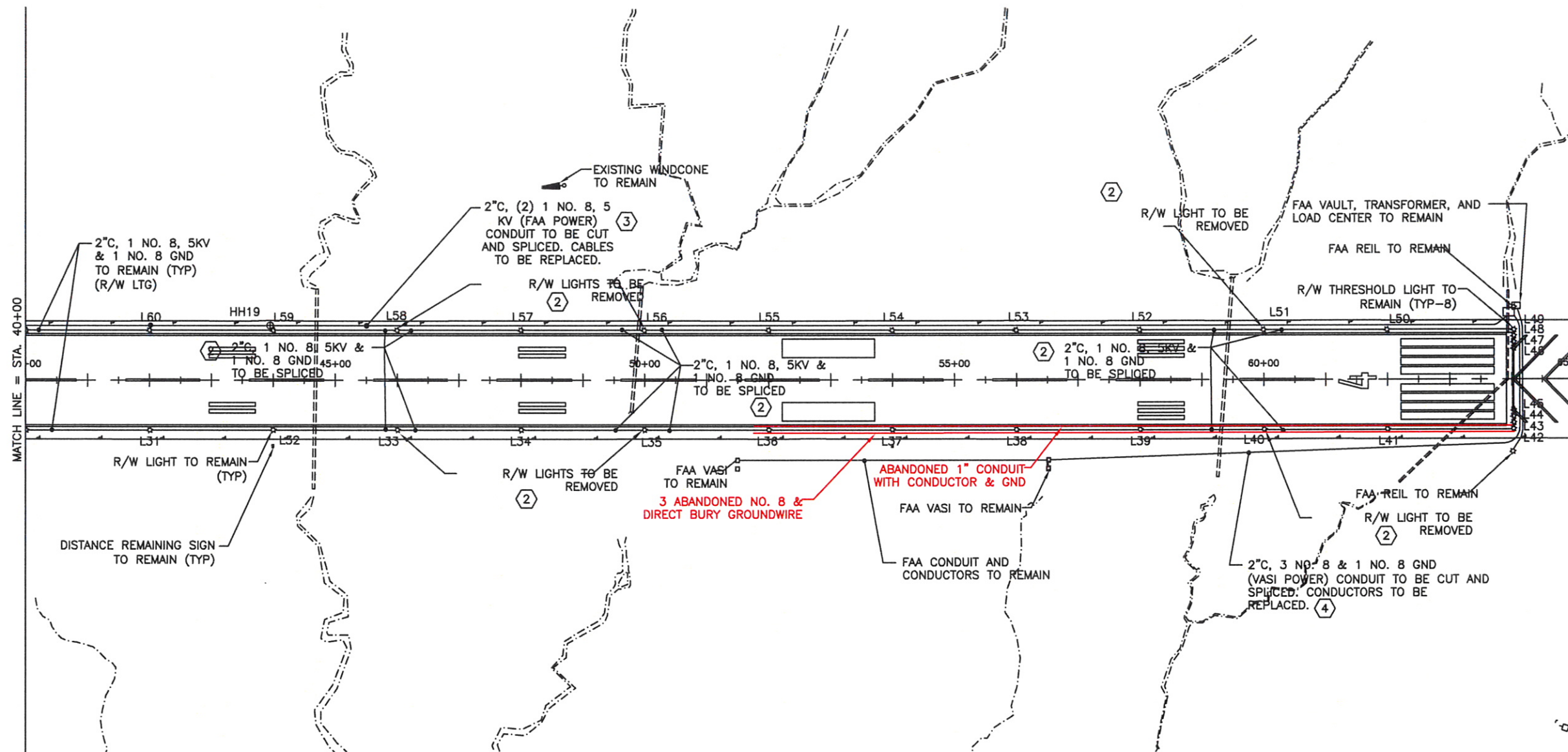
LEGEND

TYP	TYPICAL	GND	GROUND	RSA	RUNWAY SAFETY AREA
S	SINGLE POLE SWITCH	HOA	HAND OFF AUTO	⊗	RUNWAY OR TAXIWAY LIGHT
○	JUNCTION BOX	J-BOX	JUNCTION BOX	MALSF	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH FLASHING LIGHTS
CKTS	CIRCUITS	LTG	LIGHTING	MTB	MALSF THRESHOLD BAR
GRS	GALVANIZED RIGID STEEL	NEC	NATIONAL ELECTRICAL CODE	MLB-1	MALSF LIGHT BAR - NO.
~	FLEXIBLE CONDUIT	VASI	VISUAL APPROACH SLOPE INDICATOR	ODALS	OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM
⊕	DUPLEX RECEPTACLE	R/W	RUNWAY	GRS	GALVANIZED RIGID STEEL
⊕	DOUBLE DUPLEX RECEPTACLE	T/W	TAXIWAY	HDPE	HIGH DENSITY POLYETHYLENE
GND	GROUND	SS	STAINLESS STEEL	EMT	ELECTRICAL METALLIC TUBING
AFF	ABOVE FINISHED FLOOR	TYP-#	TYPICAL OF # (TYP-2 = TYPICAL OF 2)	⊕	HAND HOLE
AFG	ABOVE FINISHED GRADE	WP	WEATHERPROOF		
REC	RECEPTACLE	XFMR	TRANSFORMER		
W/	WITH	MITL	MEDIUM INTENSITY TAXIWAY LIGHTING		
BLDG	BUILDING	MIRL	MEDIUM INTENSITY RUNWAY LIGHTING		
—	HOME RUN	HIRL	HIGH INTENSITY RUNWAY LIGHTING		
⊕	SPECIAL USE RECEPTACLE	PAPI	PRECISION APPROACH PATH INDICATOR		
ELEC	ELECTRIC OR ELECTRICAL	RAIL	RUNWAY ALIGNMENT INDICATING LIGHT		
EXTG	EXISTING	REIL	RUNWAY END IDENTIFICATION LIGHT		

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS





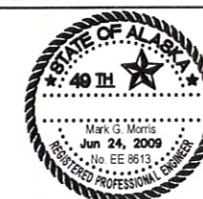
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TAB: G3

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)  
EXISTING AND DEMOLITION RUNWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)  
EXISTING &  
DEMOLITION  
RUNWAY ELECTRICAL  
PLAN

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G3	45

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE *[Signature]* Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



RUNWAY/TAXIWAY LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
L1	MITL	5+15	150' LT	BLUE
L2	MITL	5+06	112' LT	
L3	MITL	4+88	76' LT	
L4	MITL	4+54	53' LT	
L5	MITL	4+15	51' LT	
L6	MITL	3+65	50' LT	
L7	MITL	3+00	50' LT	
L8	MITL	2+51	50' LT	
L9	MITL	1+98	58' LT	
L10	MITL	1+51	83' LT	
L11	MITL	9+90	113' RT	
L12	MITL	10+37	88' RT	
L13	MITL	10+90	96' RT	
L14	MITL	10+90	88' RT	
L15	MIRL	10+90	80' RT	WHITE
L16	MIRL	12+00	80' RT	
L17	MIRL	14+00	80' RT	
L18	MIRL	16+00	80' RT	
L19	MIRL	18+00	80' RT	
L20	MIRL	20+00	80' RT	①
L21	MIRL	22+00	80' RT	
L22	MIRL	24+00	80' RT	
L23	MIRL	26+00	80' RT	
L24	MIRL	28+00	80' RT	
L25	MIRL	30+00	80' RT	
L26	MIRL	32+00	80' RT	
L27	MIRL	34+00	80' RT	
L28	MIRL	36+00	80' RT	
L29	MIRL	38+00	80' RT	
L30	MIRL	40+00	80' RT	
L31	MIRL	42+00	80' RT	
L32	MIRL	44+00	80' RT	
L33	MIRL	46+00	80' RT	①
L34	MIRL	48+00	80' RT	
L35	MIRL	50+00	80' RT	①
L36	MIRL	52+00	80' RT	
L37	MIRL	54+00	80' RT	
L38	MIRL	56+00	80' RT	
L39	MIRL	58+00	80' RT	
L40*	MIRL	60+00	80' RT	①
L41	MIRL	62+00	80' RT	
L42	MIRL	64+08	80' RT	GREEN/RED
L43	MIRL	64+08	70' RT	
L44	MIRL	64+08	60' RT	
L45	MIRL	64+08	50' RT	
L46	MIRL	64+08	50' LT	
L47	MIRL	64+08	60' LT	
L48	MIRL	64+08	70' LT	
L49	MIRL	64+08	80' LT	
L50	MIRL	62+00	80' LT	WHITE
L51	MIRL	60+00	80' LT	①
L52	MIRL	58+00	80' LT	
L53	MIRL	56+00	80' LT	
L54	MIRL	54+00	80' LT	
L55	MIRL	52+00	80' LT	
L56	MIRL	50+00	80' LT	①
L57	MIRL	48+00	80' LT	
L58*	MIRL	46+00	80' LT	①
L59	MIRL	44+00	80' LT	
L60	MIRL	42+00	80' LT	
L61	MIRL	40+00	80' LT	
L62	MIRL	38+00	80' LT	
L63	MIRL	36+00	80' LT	
L64	MIRL	34+00	80' LT	
LENS ORIENTATION:				

RUNWAY/TAXIWAY LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
L65	MIRL	32+00	80' LT	WHITE
L66	MIRL	30+00	80' LT	
L67	MIRL	28+00	80' LT	
L68	MIRL	26+00	80' LT	
L69	MIRL	24+00	80' LT	
L70	MIRL	22+00	80' LT	①
L71	MIRL	20+00	80' LT	
L72	MIRL	18+00	80' LT	
L73	MIRL	16+00	80' LT	
L74	MIRL	14+00	80' LT	
L75	MIRL	12+00	80' LT	
L76	MIRL	10+00	80' LT	
L77	MIRL	8+00	80' LT	
L78	MIRL	6+00	80' LT	
L79	MIRL	3+92	80' LT	GREEN/RED
L80	MIRL	3+92	70' LT	
L81	MIRL	3+92	60' LT	
L82	MIRL	3+92	50' LT	
L83	MIRL	3+92	50' RT	
L84	MIRL	3+92	60' RT	
L85	MIRL	3+92	70' RT	
L86	MIRL	3+92	80' RT	
L87	MIRL	6+00	80' RT	WHITE
L88	MITL	6+50	96' RT	BLUE
L89	MITL	6+50	88' RT	BLUE
L90	MIRL	6+50	80' RT	WHITE
L91	MITL	7+05	84' RT	BLUE
L92	MITL	7+49	114' RT	
L93	MITL	1+51	83' RT	
L94	MITL	1+98	58' RT	
L95	MITL	2+51	50' RT	
L96	MITL	3+00	50' RT	
L97	MITL	3+65	50' RT	
L98	MITL	4+15	51' RT	
L99	MITL	4+54	53' RT	
L100	MITL	4+88	76' RT	
L101	MITL	5+09	111' RT	
L102	MITL	5+15	150' RT	
L103	MITL	5+15	238' RT	
L104	MITL	5+15	326' RT	
L105	MITL	5+15	414' RT	
L106	MITL	5+15	502' RT	
L107	MITL	5+15	590' RT	
L108	MITL	5+15	687' RT	
L109	MITL	5+15	785' RT	
L110	MITL	5+15	897' RT	
L111	MITL	5+92	897' RT	
L112	MITL	6+69	897' RT	
L113	MITL	7+47	897' RT	
L114	MITL	5+15	480' LT	
L115	MITL	5+15	395' LT	
L116	MITL	5+15	310' LT	
L117	MITL	5+15	235' LT	
LENS ORIENTATION:				

NOTES:  
① REPLACE LIGHT BASE, ~~TRANSFORMER, LIGHT ASSEMBLY~~, AND CABLE TO EXISTING LIGHT ON EACH SIDE. REPLACE CONDUIT IN TRENCH AREA. REUSE TRANSFORMER AND LIGHT ASSEMBLY

\* NOT REMOVED

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: [Signature] Date: 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
C:\Documents and Settings\construction\Desktop\

Thu, 25/Jun/09 01:51PM construction  
TAB: G4

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS


No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

NEW RUNWAY & TAXIWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

RUNWAY & TAXIWAY  
LIGHT SCHEDULES

PROJECT DESIGNATIONS

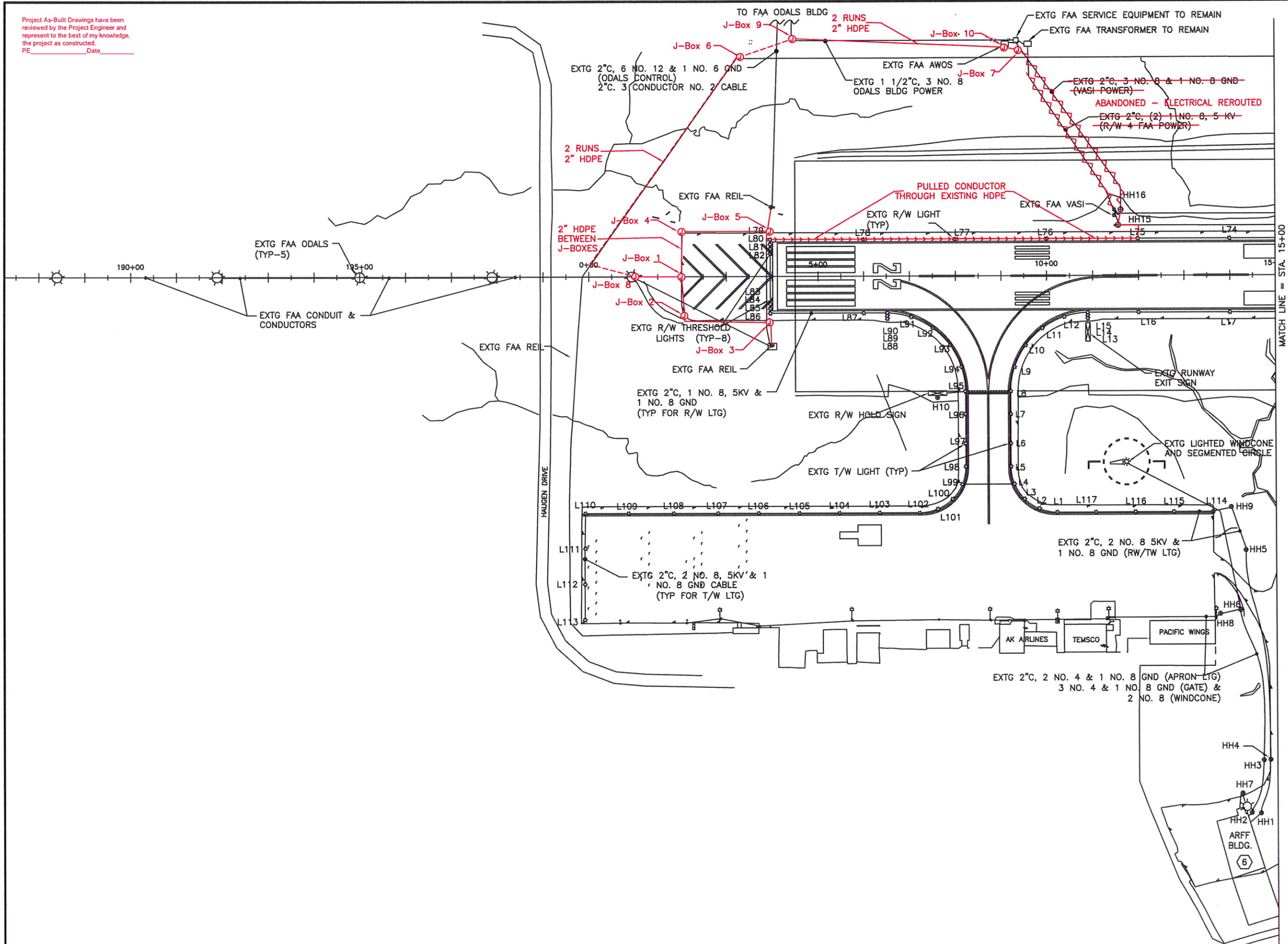
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
G4	45



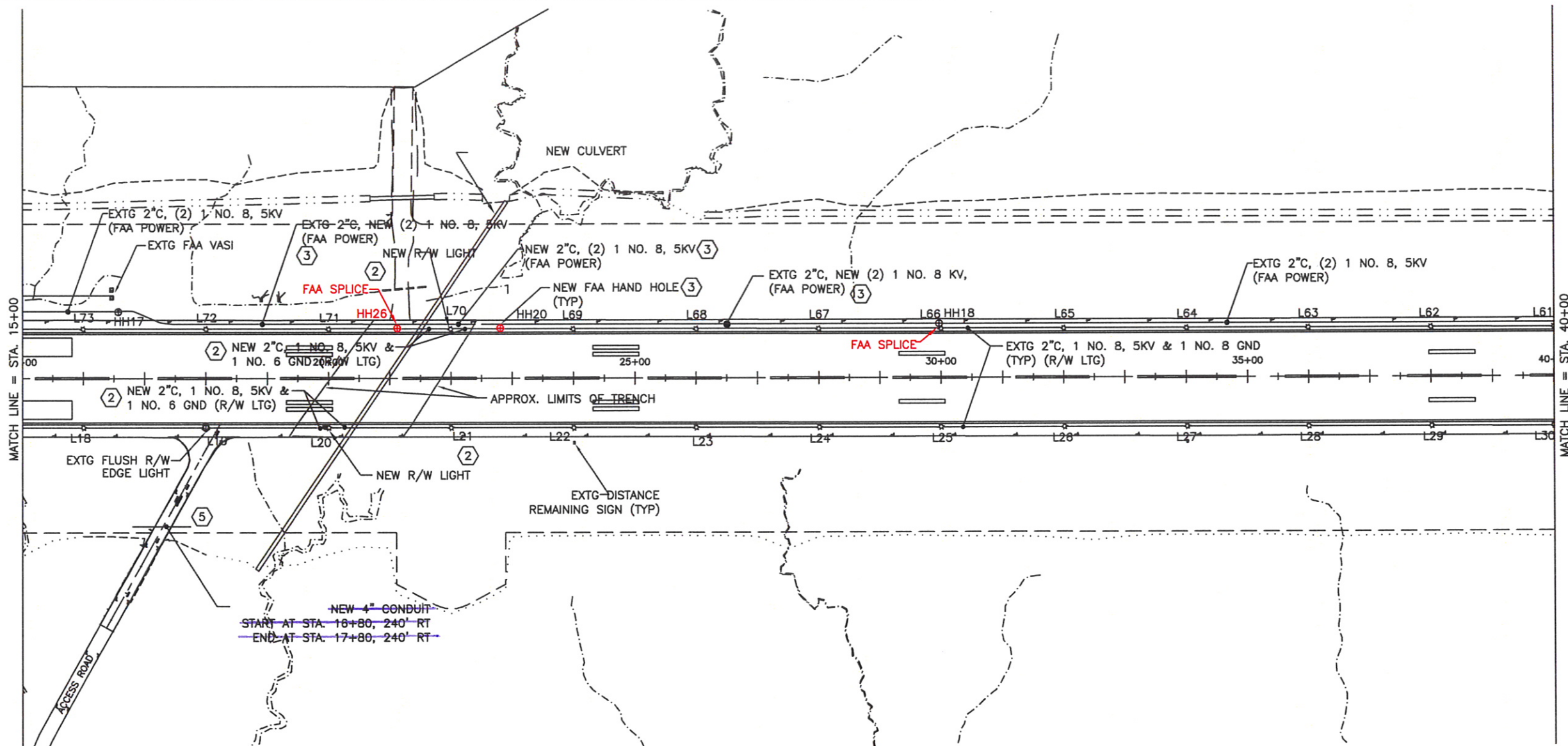
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE \_\_\_\_\_ Date \_\_\_\_\_



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Wed, 01/Jul/09 09:45AM construction		
TAB: G5		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)		
NEW RUNWAY & TAXIWAY ELECTRICAL PLAN		
PREPARED BY: USKH INC.		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: STAFF		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)		
NEW RUNWAY & TAXIWAY ELECTRICAL PLAN		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 68207 FEDERAL - FAA AIP NO. 3-02-0219-1108		
STATE	YEAR	
ALASKA	2008	
SHEET NUMBER	TOTAL SHEETS	
G5	45	





Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE 1/3 Date 06-30-09

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PATH:  
 C:\Documents and Settings\construction\Desktop\Wed, 24/Jun/09 10:59AM construction  
 TAB: G6

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
 RUNWAY SAFETY AREA IMPROVEMENTS  
 (PHASE I)

NEW RUNWAY & TAXIWAY  
 ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

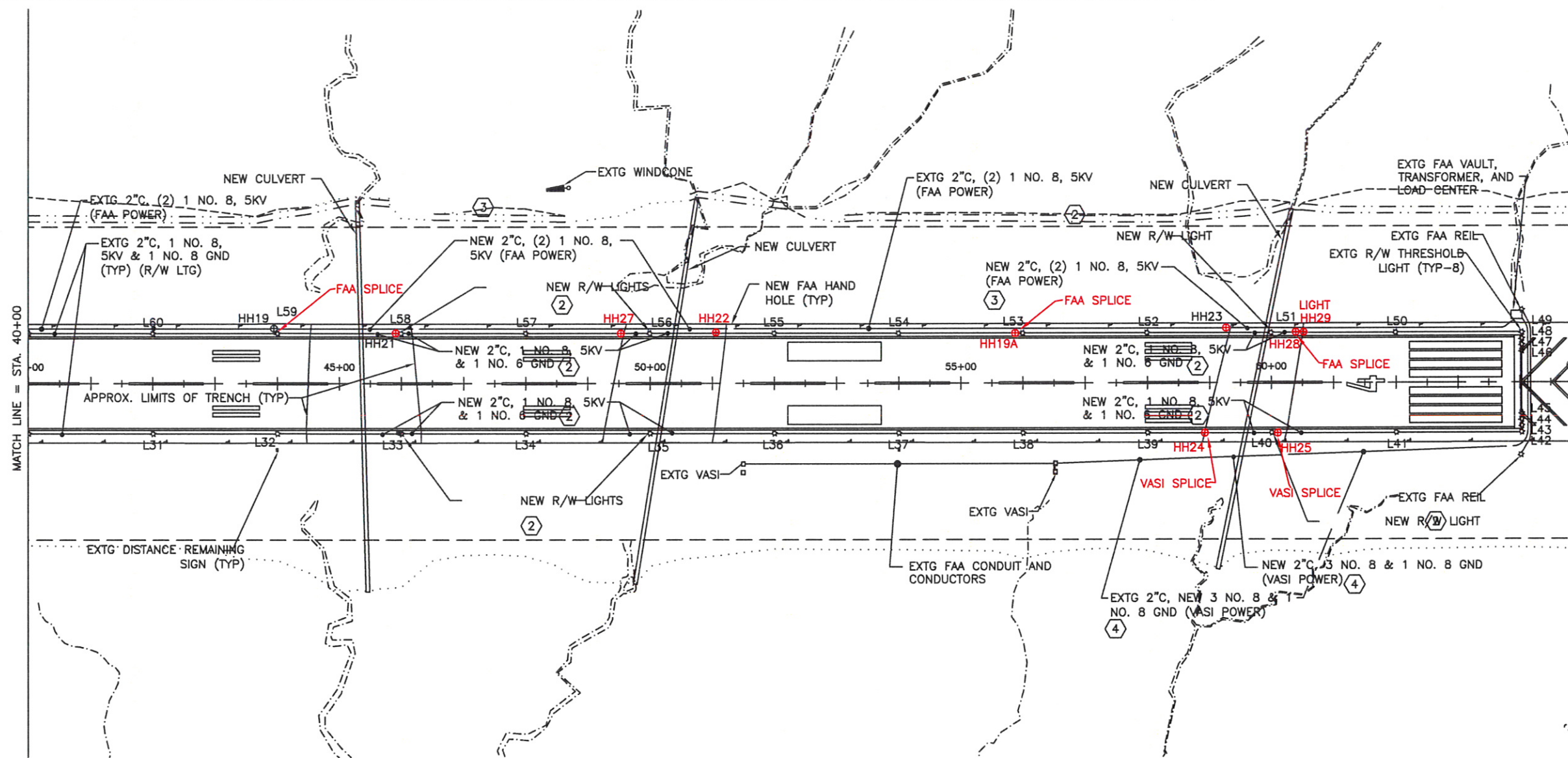
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION  
 PETERSBURG  
 AIRPORT  
 RUNWAY SAFETY  
 AREA IMPROVEMENTS  
 (PHASE I)

NEW RUNWAY  
 ELECTRICAL PLAN

PROJECT DESIGNATIONS  
 ALASKA - DOT & PF  
 68207  
 FEDERAL - FAA  
 AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G6	45





Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE   JJS   Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: C:\Documents and Settings\construction\Desktop\

Wed, 24/Jun/09 12:09PM construction  
 TAB: G7

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
 RUNWAY SAFETY AREA IMPROVEMENTS  
 (PHASE I)

NEW RUNWAY & TAXIWAY  
 ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION  
 PETERSBURG  
 AIRPORT  
 RUNWAY SAFETY  
 AREA IMPROVEMENTS  
 (PHASE I)

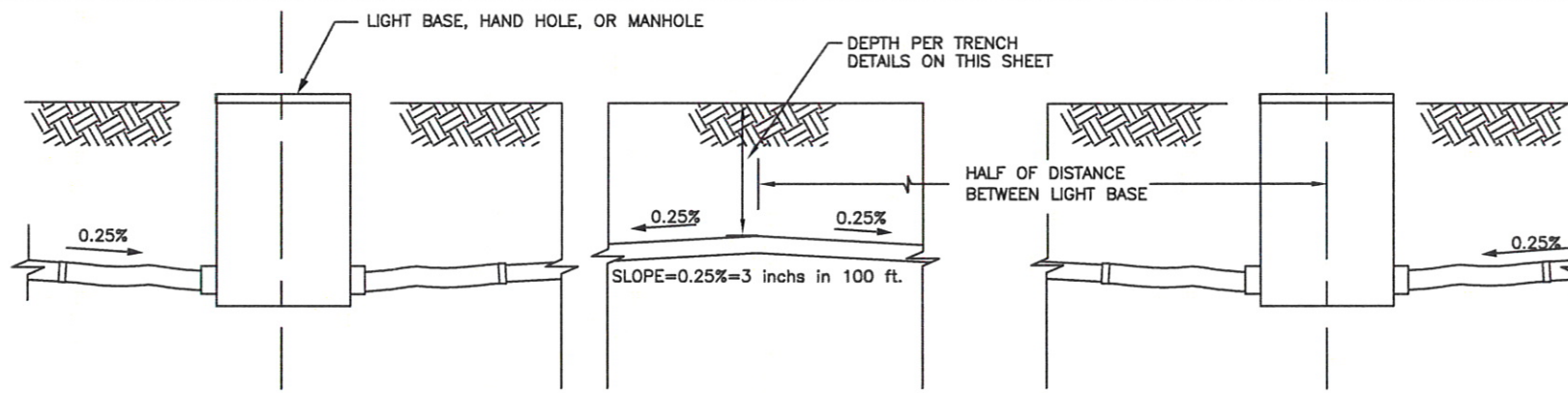
NEW RUNWAY  
 ELECTRICAL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
 68207  
 FEDERAL - FAA  
 AIP NO. 3-02-0219-1108

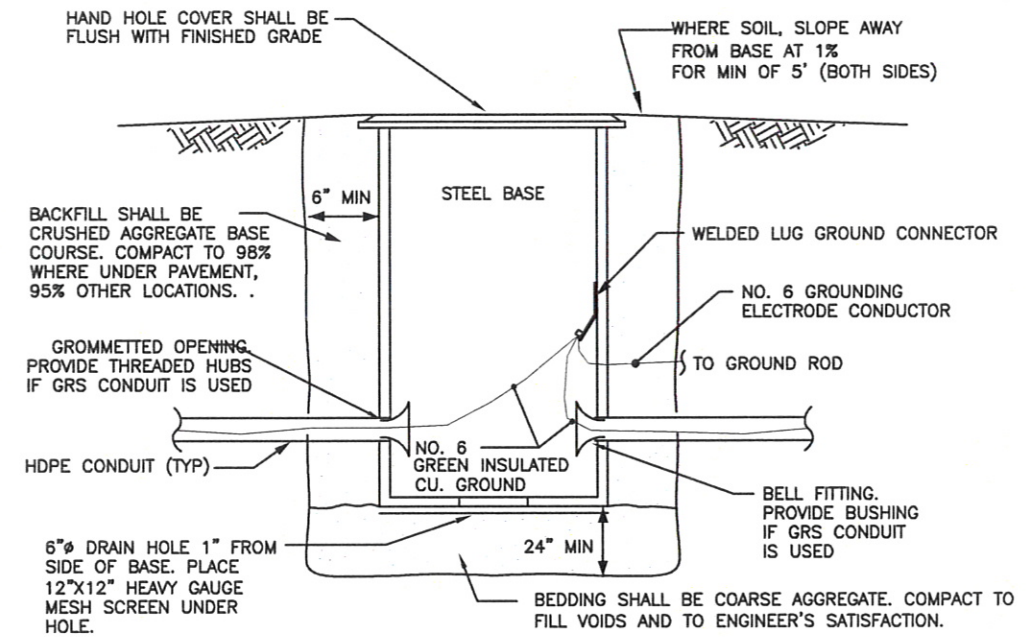
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G7	45





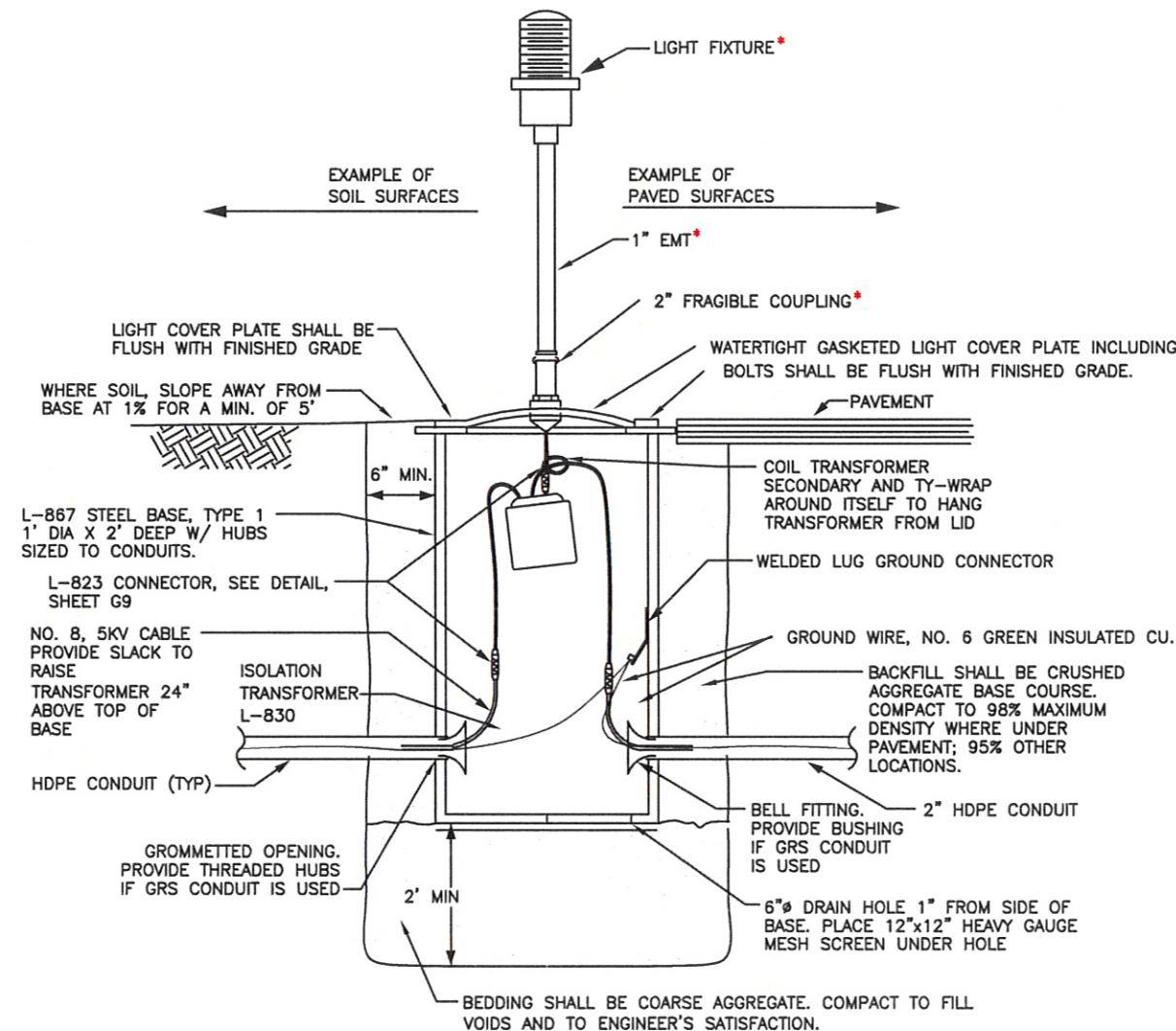
**DETAIL: NEW CONDUIT INSTALLATION (TYP)**  
NO SCALE

- NOTES:
1. ALL CONDUIT SHALL BE SLOPED TO DRAIN.
  2. REFER TO HAND HOLE, MAN HOLE, OR EDGE LIGHT DETAILS THIS SHEET FOR CONNECTIONS TO HAND HOLES, MAN HOLES, OR L-867 BASES.
  3. WHERE THE FINISHED GRADE SLOPE BETWEEN TWO LIGHT BASES, OR A LIGHT BASE AND A MAN HOLE EXCEEDS 0.25%, INSTALL THE CONDUIT AT A CONSTANT SLOPE BETWEEN TERMINATIONS, OTHERWISE SLOPE CONDUIT AS SHOWN ABOVE.



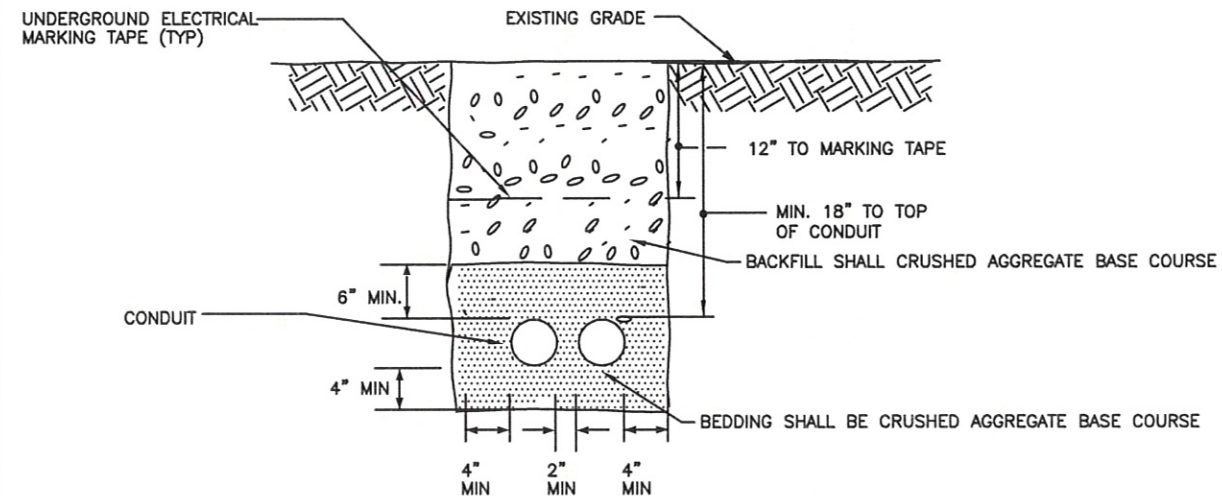
**DETAIL: HAND HOLE (TYP)**  
NO SCALE

NOTE: PROVIDE GROUND CONDUCTOR IF SHOWN ON PLANS SHEET OR SINGLE LINE DIAGRAM. DRILL HOLE IN SIDE OF BASE TO ALLOW GROUNDING ELECTRODE CONDUCTOR TO BE CONNECTED TO GROUND ROD.



**DETAIL: TAXIWAY/RUNWAY EDGE LIGHT (TYP)**  
NO SCALE

- NOTES:
1. PROVIDE WITH STAINLESS STEEL HARDWARE
  2. WHERE NEXT LIGHT IS FLUSH MOUNTED, USE GRS CONDUIT INTO BASE.
  3. PROVIDE THE NUMBER OF CONDUIT OPENINGS ON THE LIGHT BASE AS NECESSARY TO PERFORM THE WORK SHOWN ON THE DRAWINGS
  4. RUNWAY EDGE LIGHT SHALL BE L-861 MEDIUM INTENSITY ELEVATED LIGHT WITH 2" FRANGIBLE COUPLING. THE LIGHT SHALL HAVE A HINGED TOP WITH STAINLESS SNAP LOCK. THE HEIGHT SHALL BE 24". THE LAMP SHALL BE 45W.
  5. LENS COLOR CLEAR.
  - \* 6. REINSTALL EXISTING LIGHT FIXTURE, 1" EMT AND 2" FRANGIBLE COUPLING



**DETAIL: CONDUIT TRENCH**  
NO SCALE

- NOTES:
1. THIS IS A TYPICAL TRENCH SECTION SHOWING MINIMUM DIMENSIONS AND REQUIRED MATERIALS. CONFIGURE ALL TRENCHES AS NECESSARY TO COMPLY WITH DIMENSIONS SHOWN.
  2. BURY ALL CONDUIT AT 18" MINIMUM BELOW FINISH GRADE UNLESS OTHERWISE NOTED.
  3. SLOPE CONDUIT AT 0.25% MIN. PER DETAIL ON THIS SHEET.
  4. TRENCH BEDDING AND BACKFILL TO BE COMPACTED TO 98% MAXIMUM DENSITY IN ACCORDANCE WITH WAQTC FOP FOR AASHTO T 1800 OR ATM212. THIS APPLIES TO ALL BACKFILL INCLUDING LIGHT BASES AND HAND HOLES.
  5. SEE PLAN SHEETS FOR NUMBER OF CONDUITS IN TRENCH.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

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PATH: C:\Documents and Settings\construction\Desktop  
Thu, 25/Jun/09 02:06PM construction  
TAB: G8

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

NEW RUNWAY & TAXIWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

LIGHT, CONDUIT, &  
HAND HOLE DETAILS

PROJECT DESIGNATIONS

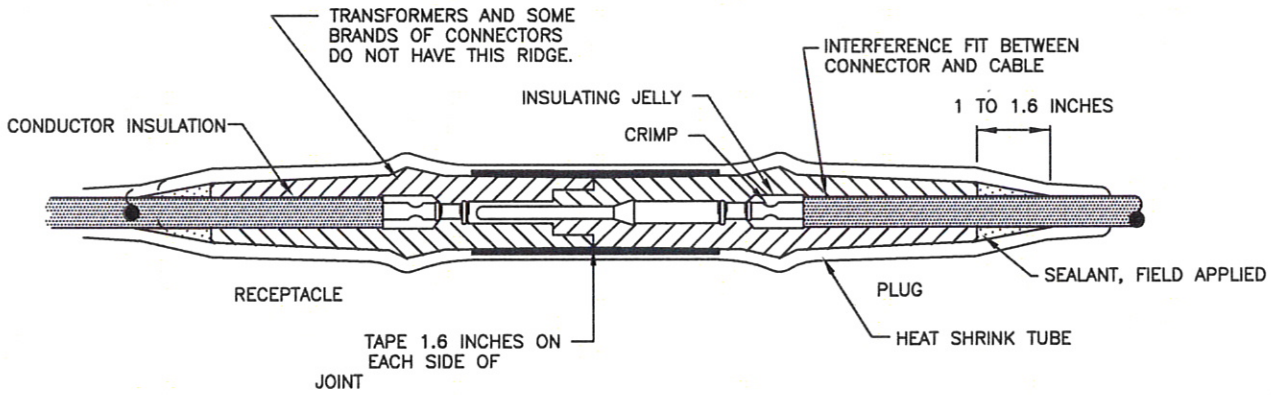
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G8	45



HAND HOLE SCHEDULE		
NUMBER	LOCATION (APPROX)	INSTRUCTIONS
HH-1	ADJACENT ARFF BLDG	EXISTING TO REMAIN
HH-2	ADJACENT ARFF BLDG	EXISTING TO REMAIN
HH-3	ADJACENT ARFF ACCESS RD	EXISTING TO REMAIN
HH-4	ADJACENT ARFF ACCESS RD	EXISTING TO REMAIN
HH-5	ADJACENT ARFF ACCESS RD	EXISTING TO REMAIN
HH-6	NORTHWEST CORNER OF APRON	EXISTING TO REMAIN
HH-7	ADJACENT AIRPORT BEACON	EXISTING TO REMAIN
HH-8	NORTHWEST CORNER OF APRON	EXISTING TO REMAIN
HH-9	SOUTHWEST CORNER OF APRON	EXISTING TO REMAIN
HH-10	STA. 7+54, 250' RT	EXISTING TO REMAIN
HH-11		NOT USED
HH-12		NOT USED
HH-13		NOT USED
HH-14		NOT USED
HH-15	STA. 11+50, 109' LT	EXISTING TO REMAIN
HH-16	STA. 11+52, 138' LT	EXISTING TO REMAIN
HH-17	STA. 16+58, 110' LT	EXISTING TO REMAIN
HH-18	STA. 29+98, 81' LT	EXISTING TO REMAIN
HH-19	STA. 43+97, 81' LT	EXISTING TO REMAIN
HH-20	STA. 22+80, 82' LT	NEW TYPE L-868
HH-21	STA. 45+92, 81' LT	NEW TYPE L-868
HH-22	STA. 51+06, 82' LT	NEW TYPE L-868
HH-23	STA. 59+27, 81' LT	NEW TYPE L-868
HH-24	STA. 58+92, 80' RT	NEW TYPE L-868
HH-25	STA. 60+06, 81' RT	NEW TYPE L-868
HH-26	STA. 21+13, 81' LT	NEW TYPE L-868
HH-27	STA. 49+60, 82' LT	NEW TYPE L-868
HH-28	STA. 60+36, 81' LT	NEW TYPE L-868
HH-L29	STA. 60+39, 82' LT	NEW TYPE L-868
HH-19A	STA. 55+96, 81' LT	EXISTING

NOTE:  
LOCATIONS GIVEN ARE APPROXIMATE. FIELD LOCATE EXISTING HAND HOLES. PROVIDE NEW HAND HOLES WHERE EXISTING CONDUIT IS LOCATED AT EDGE OF TRENCH EXCAVATION. FOR HH24, LOCATE CONDUIT WHERE SHOWN AND PROVIDE HAND HOLE.



L-823 CONNECTOR WATERPROOFING DETAIL

NO SCALE

- NOTES
- CLEAN THE CABLE THOROUGHLY 12 INCHES MIN. FROM THE END.
  - REMOVE INSULATION PER MANUFACTURER'S INSTRUCTIONS. DO NOT NICK THE CONDUCTOR. UTILIZE PENCILING TOOL.
  - INSTALL PIN AND / OR RECEPTACLE WITH A CRIMPING TOOL WHICH MUST BE COMPLETELY CLOSED BEFORE THE TOOL MAY BE REMOVED.
  - BE SURE CABLE AND CONNECTOR FITTINGS ARE CLEAN. COAT THE CABLE INSULATION WITH INSULATING JELLY FROM THE CONNECTOR.
  - CAREFULLY INSERT CABLE INTO CONNECTOR TO THE PROPER DEPTH.
  - SLIP 16 INCH LENGTH OF HEAT SHRINK TUBING ON TRANSFORMER LEAD. RANCHER TAPE KIT OR APPROVED EQUAL.
  - COMPLETE CONNECTION BY MATING THE PLUG AND RECEPTACLE. CAUTION: BE SURE THE CABLE DOES NOT SLIP OUT WHEN THE CONNECTION IS MADE.
  - APPLY RUBBER TAPE AND VINYL TAPE ONE HALF LAPPED, 1.6 INCHES ON EACH SIDE OF JOINT.
  - ANY CONNECTOR WHICH IS CONTAMINATED BY DIRT OR OTHER DAMAGING MATERIAL SHALL BE REMOVED AND NOT REINSTALLED.
  - CLEAN CONNECTOR, HEAT SHRINK AND CABLE INSULATION WITH WAX OR GREASE SOLVENT TO REMOVE SURFACE SILICONE JELLY. MAINTAIN CLEANLINESS THROUGH INSTALLATION PROCESS.
  - APPLY SILICONE SEALANT THOROUGHLY AROUND THE CABLE INSULATION BENEATH ENTIRE LENGTH OF HEAT SHRINK. SEALANT SHALL BE RAYCHEM S-1052 (STRIPS), OR SILICONE, OR APPROVED EQUAL.
  - CENTER HEAT SHRINK OVER THE CONNECTOR. APPLY HEAT EVENLY BEGINNING AT THE CENTER AND WORKING AROUND CABLE TO ENDS. DO NOT OVER HEAT.
  - THE HEAT SOURCE SHALL BE ELECTRIC HEAT GUN OR A PROPANE TORCH WITH A FLAME SPREADER TO BE APPROVED BY THE ENGINEER.

INSTALLATION INSTRUCTIONS TO SUPPLEMENT THE  
MANUFACTURERS INSTRUCTIONS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *[Signature]* Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
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Tue, 30/Jun/09 07:15PM construction  
TAB: G9

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS


No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

NEW RUNWAY & TAXIWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)  
HAND HOLE  
SCHEDULE AND  
CONNECTION  
DETAILS

PROJECT DESIGNATIONS

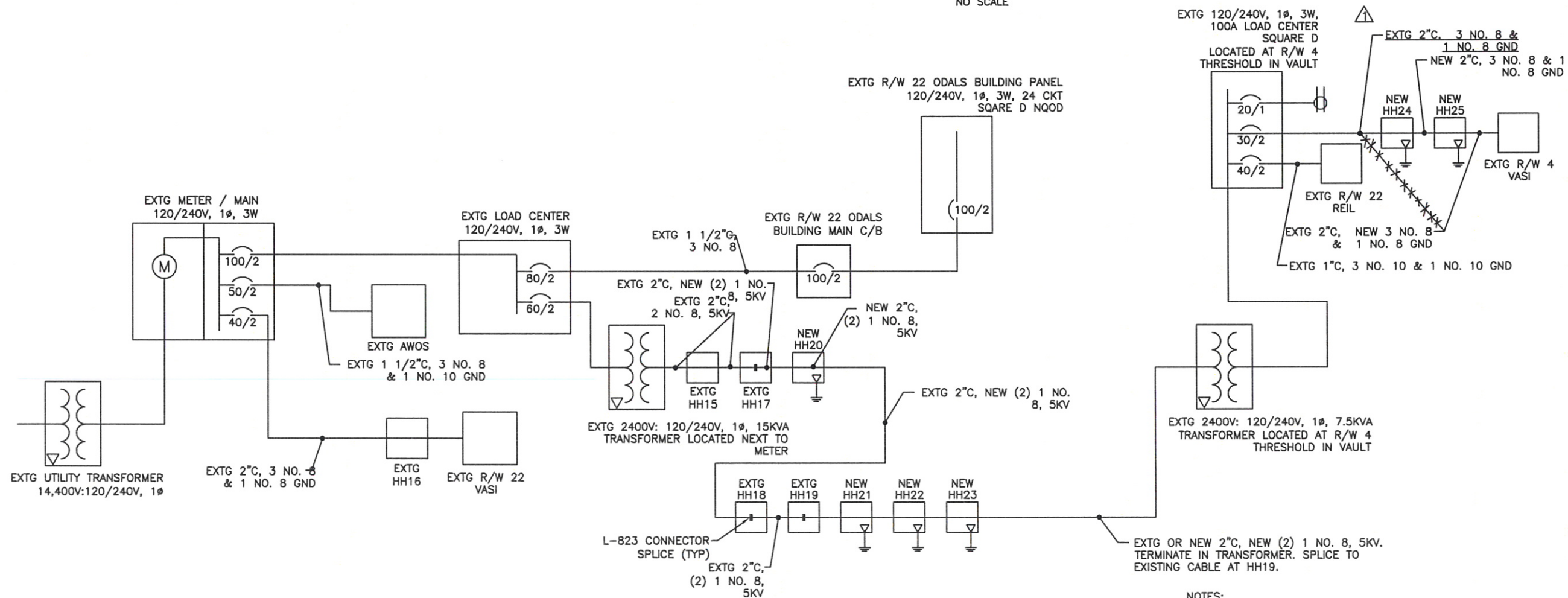
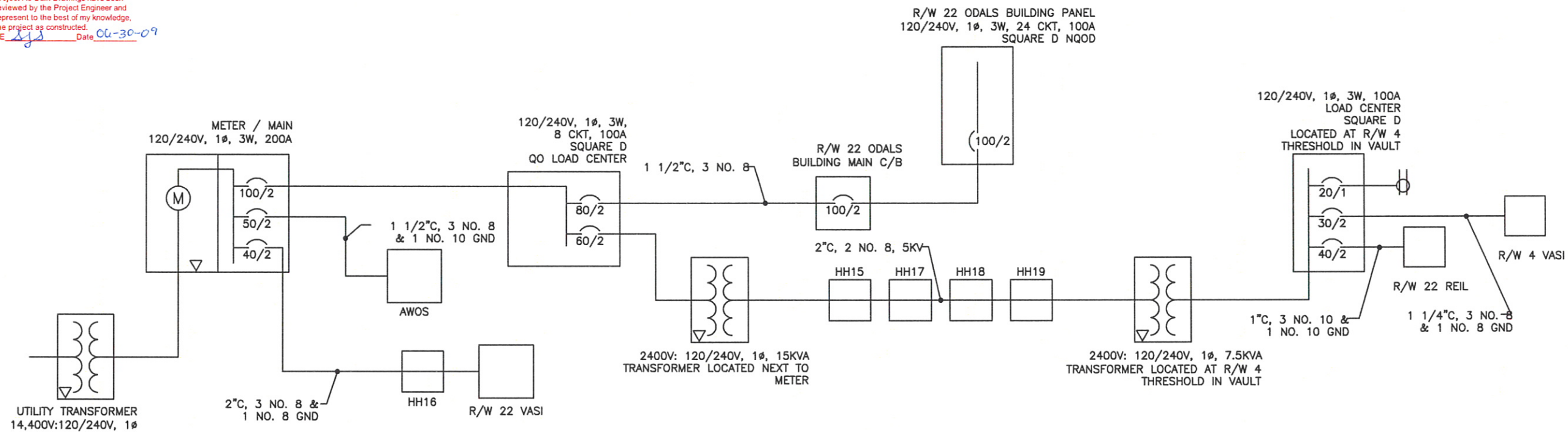
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
G9	45



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE SLJ Date 06-30-09



PATH:  
C:\Documents and Settings\construction\Desktop\  
Tue, 23/Jun/09 02:04PM construction  
TAB: G10

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	6/5/08	ADDENDUM NO. 3

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

NEW RUNWAY & TAXIWAY  
ELECTRICAL PLAN

PREPARED BY: USKH INC.

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: STAFF

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

FAA SINGLE LINE  
DIAGRAMS

PROJECT DESIGNATIONS

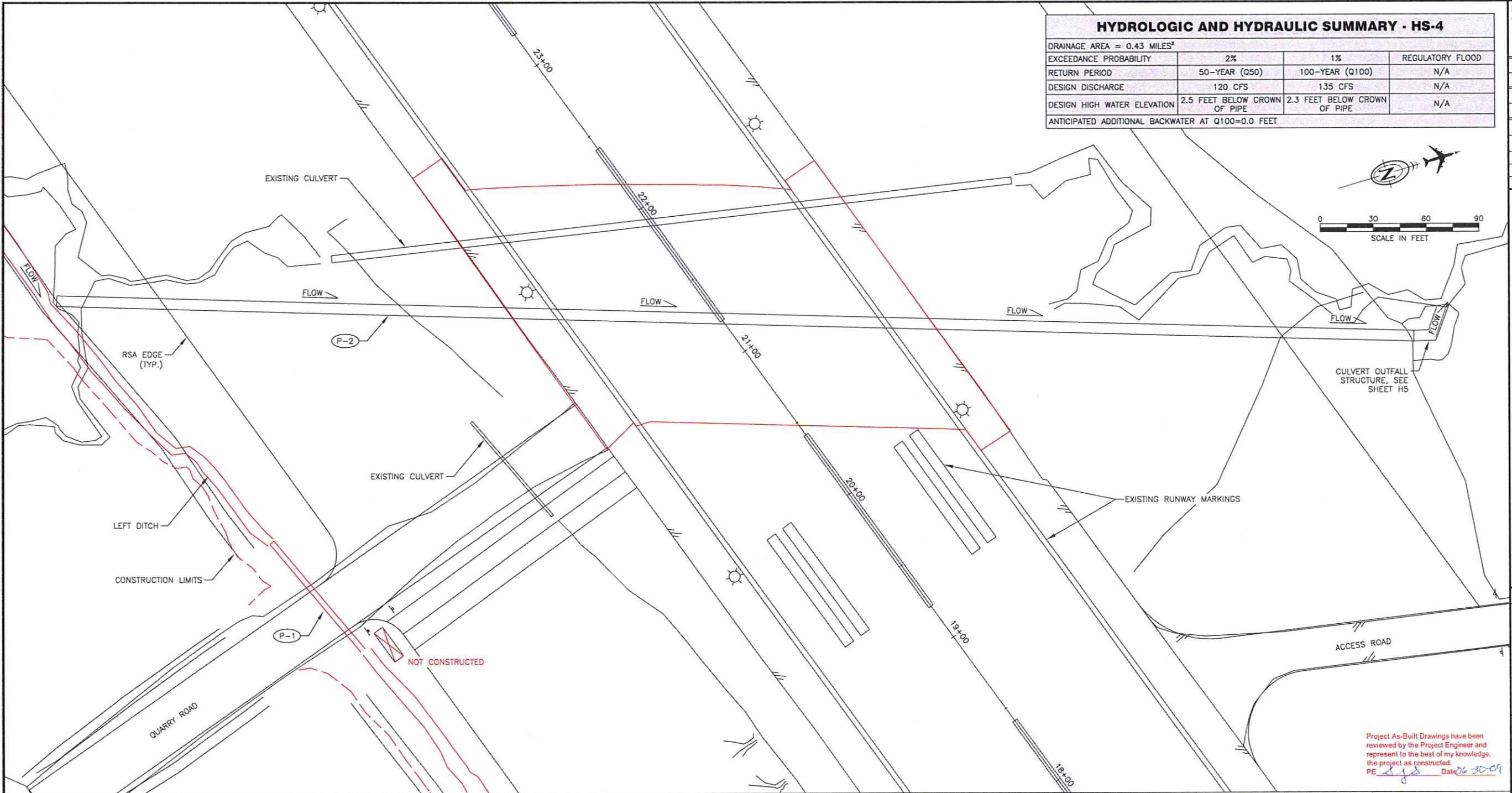
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
G10	45



HYDROLOGIC AND HYDRAULIC SUMMARY - HS-4			
DRAINAGE AREA = 0.43 MILES <sup>2</sup>			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50-YEAR (Q50)	100-YEAR (Q100)	N/A
DESIGN DISCHARGE	120 CFS	135 CFS	N/A
DESIGN HIGH WATER ELEVATION	2.5 FEET BELOW CROWN OF PIPE	2.3 FEET BELOW CROWN OF PIPE	N/A
ANTICIPATED ADDITIONAL BACKWATER AT Q100=0.0 FEET			

PATH: C:\Documents and Settings\construction\Desktop		
Fri, 26/Jun/09 10:31PM construction		
TAB: H01		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-4  
DRAINAGE PROFILE

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: EJC  
DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

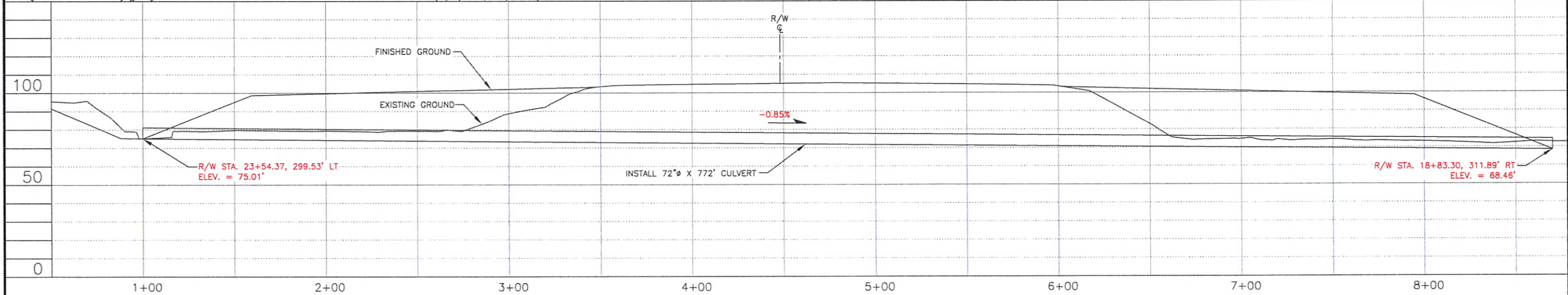
PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-4  
DRAINAGE PROFILE

PROJECT DESIGNATIONS

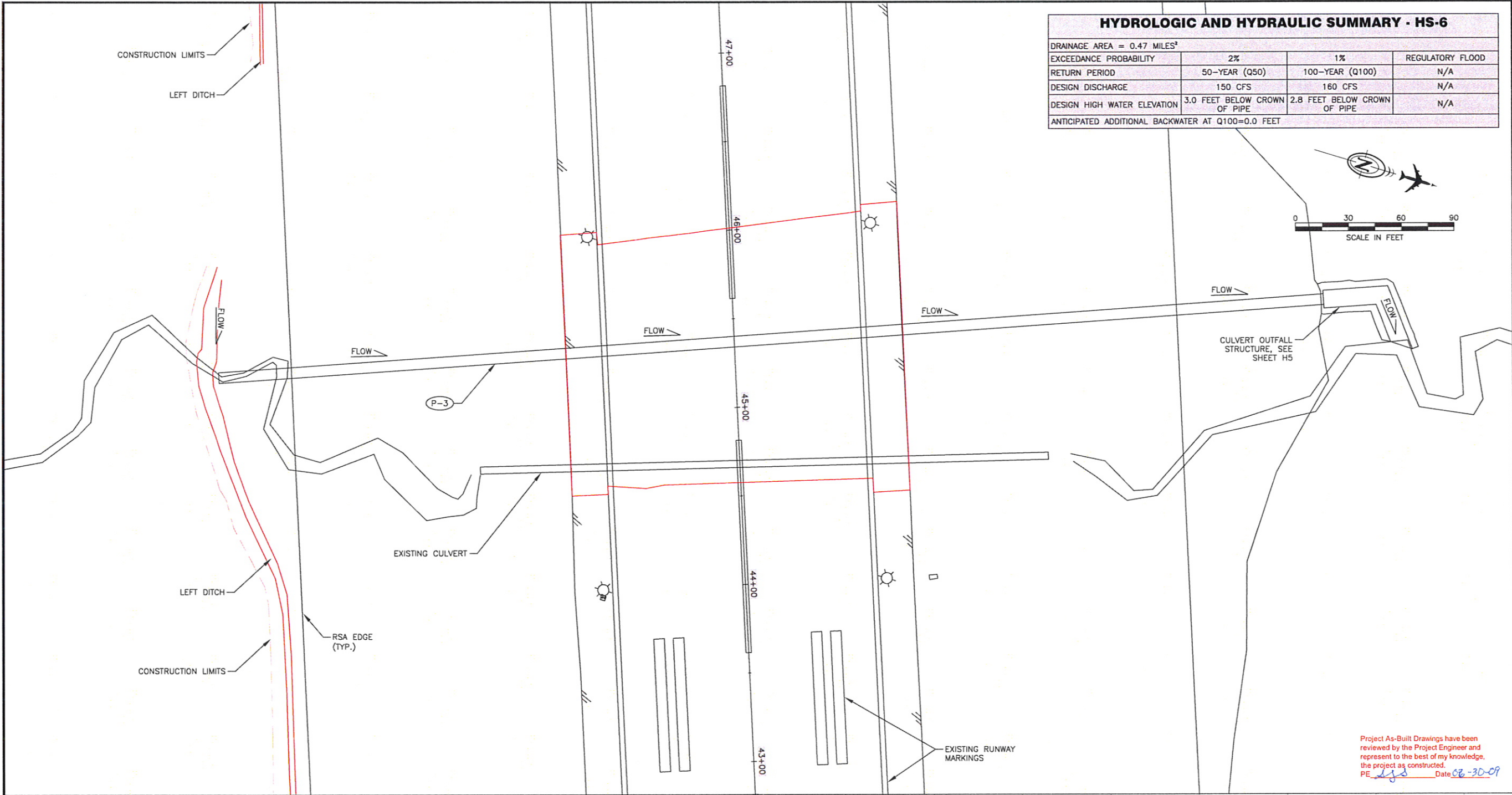
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
H1	45



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS





HYDROLOGIC AND HYDRAULIC SUMMARY - HS-6			
DRAINAGE AREA = 0.47 MILES <sup>2</sup>			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50-YEAR (Q50)	100-YEAR (Q100)	N/A
DESIGN DISCHARGE	150 CFS	160 CFS	N/A
DESIGN HIGH WATER ELEVATION	3.0 FEET BELOW CROWN OF PIPE	2.8 FEET BELOW CROWN OF PIPE	N/A
ANTICIPATED ADDITIONAL BACKWATER AT Q100=0.0 FEET			

PATH: C:\Documents and Settings\construction\Desktop		
Tue, 30/Jun/09 02:11PM construction		
TAB: H02		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-6  
DRAINAGE PROFILE

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

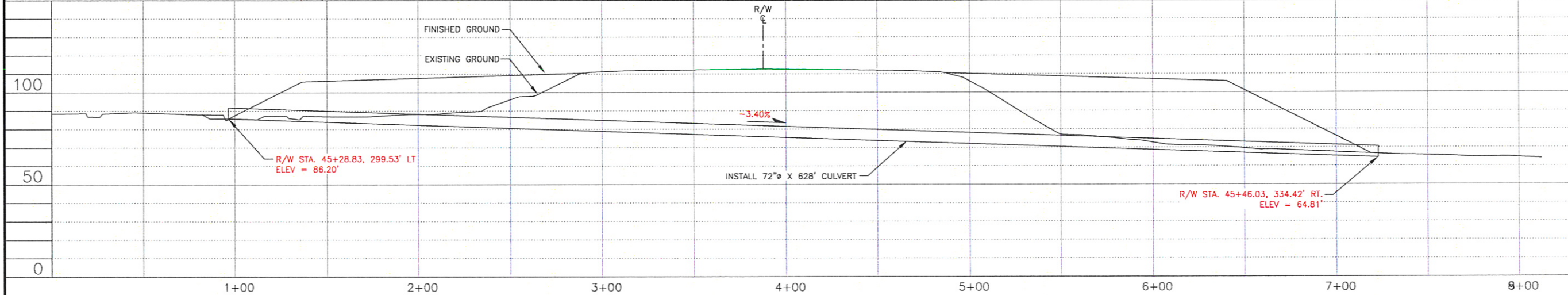
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-6  
DRAINAGE  
PROFILE

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

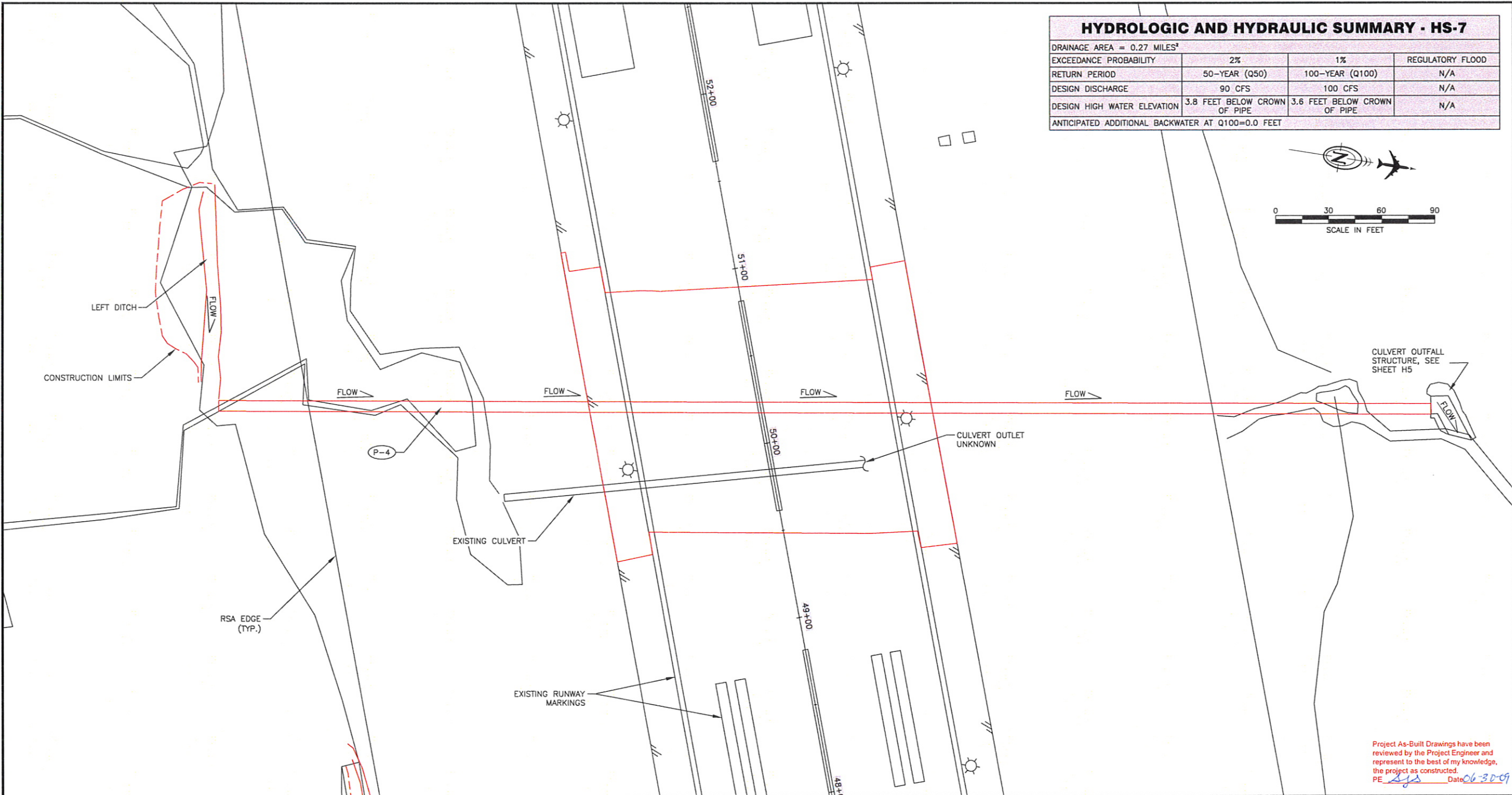
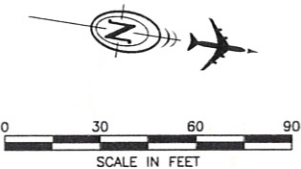
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
H2	45



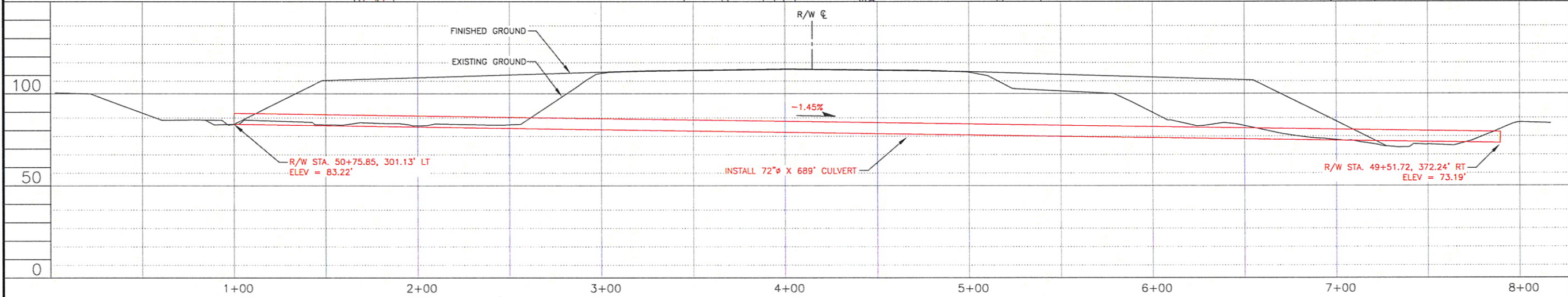
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



HYDROLOGIC AND HYDRAULIC SUMMARY - HS-7			
DRAINAGE AREA = 0.27 MILES <sup>2</sup>			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50-YEAR (Q50)	100-YEAR (Q100)	N/A
DESIGN DISCHARGE	90 CFS	100 CFS	N/A
DESIGN HIGH WATER ELEVATION	3.8 FEET BELOW CROWN OF PIPE	3.6 FEET BELOW CROWN OF PIPE	N/A
ANTICIPATED ADDITIONAL BACKWATER AT Q100=0.0 FEET			



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE SJS Date 06-30-09



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TAB: H03

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-7  
DRAINAGE PROFILE

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

HS-7  
DRAINAGE PROFILE

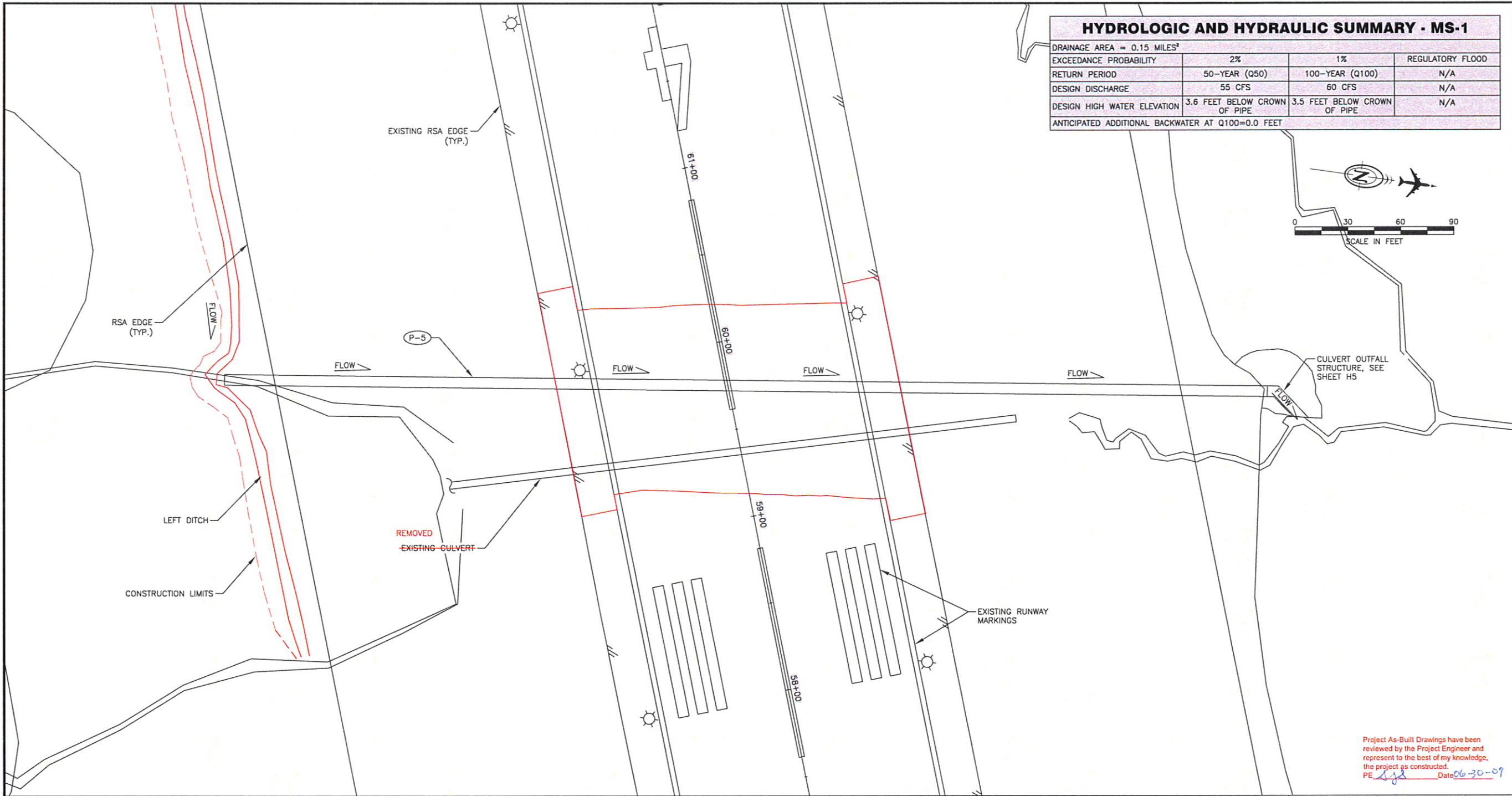
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

SHEET NUMBER	TOTAL SHEETS
H3	45





HYDROLOGIC AND HYDRAULIC SUMMARY - MS-1			
DRAINAGE AREA = 0.15 MILES <sup>2</sup>			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50-YEAR (Q50)	100-YEAR (Q100)	N/A
DESIGN DISCHARGE	55 CFS	60 CFS	N/A
DESIGN HIGH WATER ELEVATION	3.6 FEET BELOW CROWN OF PIPE	3.5 FEET BELOW CROWN OF PIPE	N/A
ANTICIPATED ADDITIONAL BACKWATER AT Q100=0.0 FEET			

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TAB: H04		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

MS-1  
DRAINAGE PROFILE

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJG

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

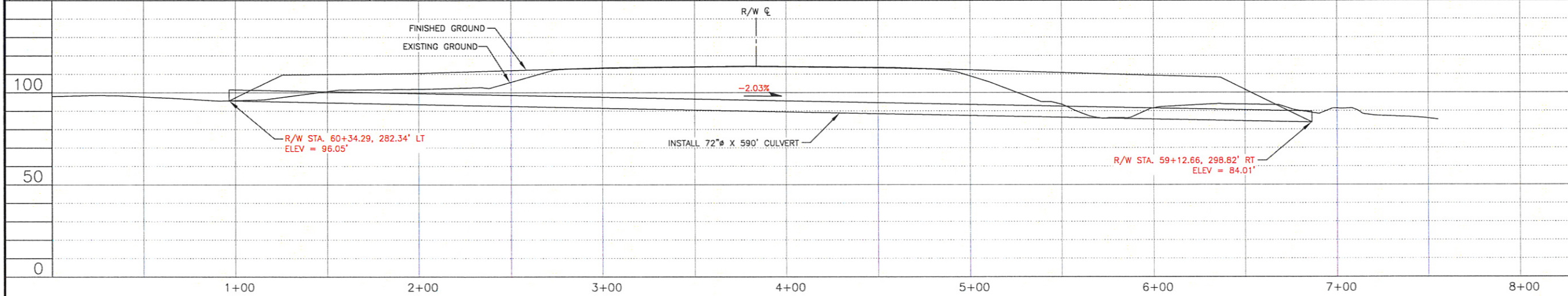
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

MS-1  
DRAINAGE  
PROFILE

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
H4	45



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

DRAINAGE OUTFALL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

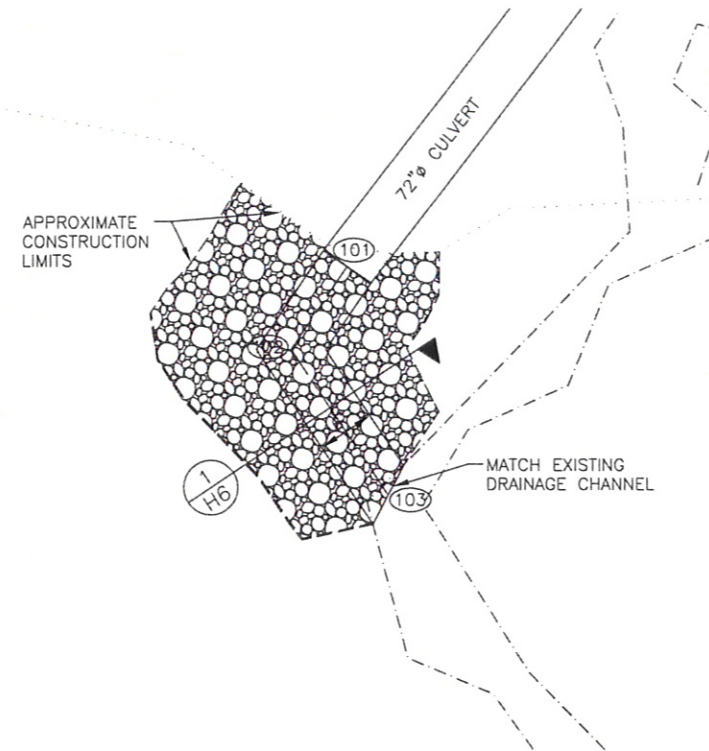
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

DRAINAGE OUTFALL  
DETAILS

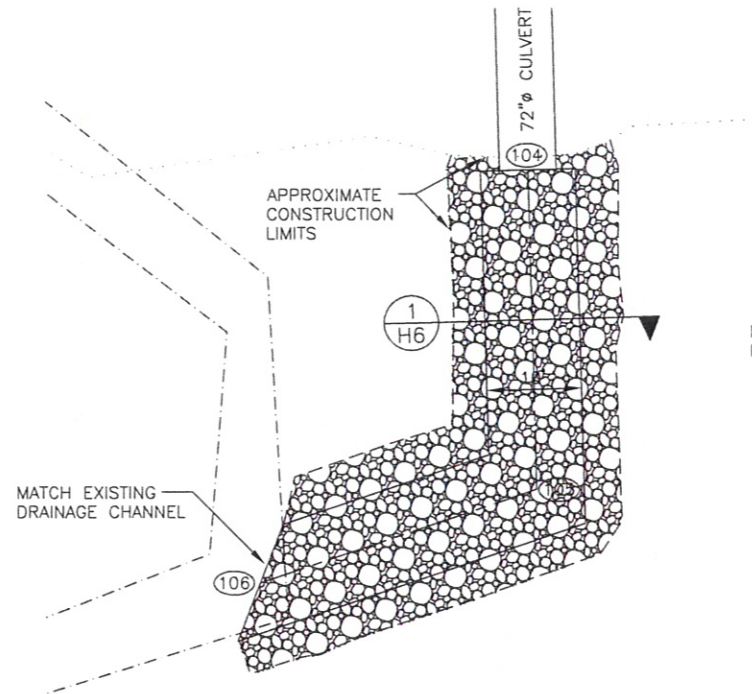
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

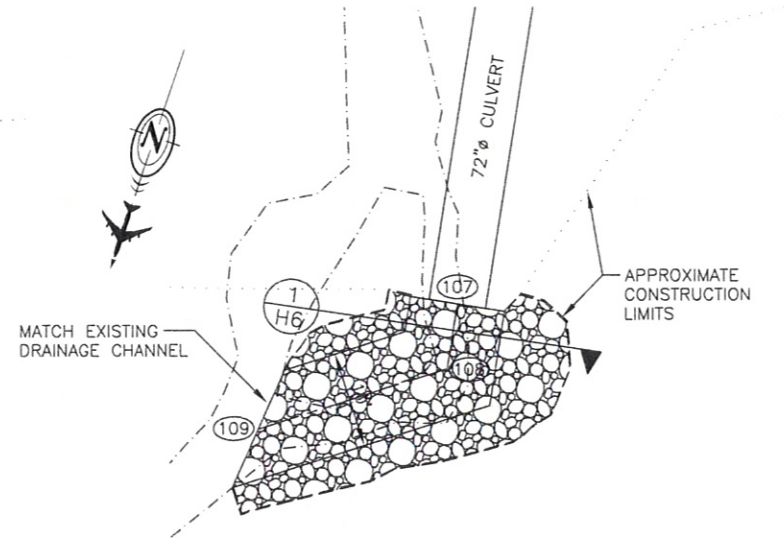
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
H5	45



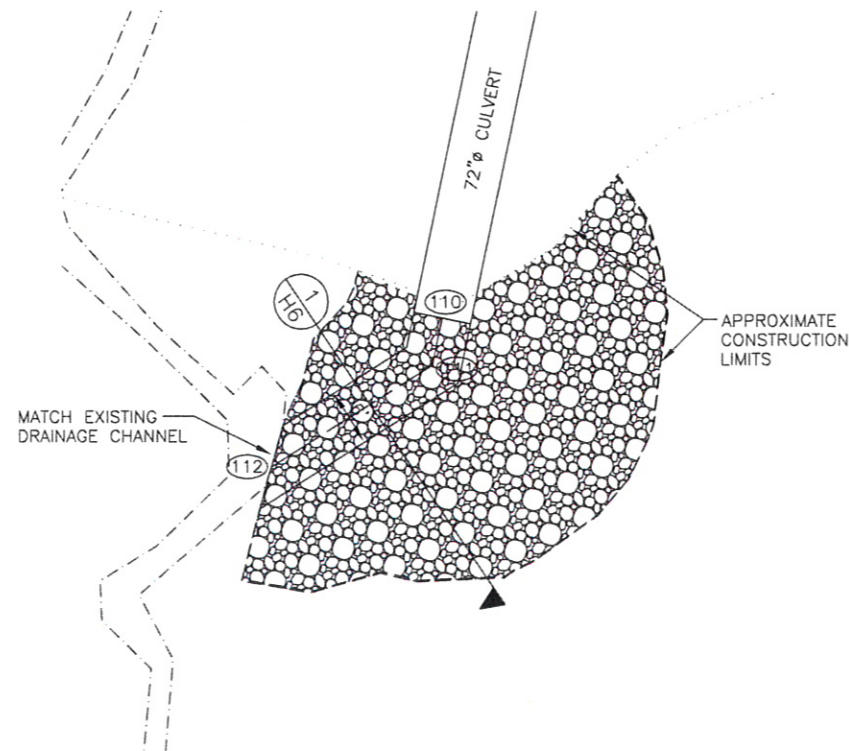
1  
H5  
**P2 CULVERT OUTFALL DETAIL**  
SCALE: 1"=10'



2  
H5  
**P3 CULVERT OUTFALL DETAIL**  
SCALE: 1"=10'



3  
H5  
**P4 CULVERT OUTFALL DETAIL**  
SCALE: 1"=10'



4  
H5  
**P5 CULVERT OUTFALL DETAIL**  
SCALE: 1"=10'

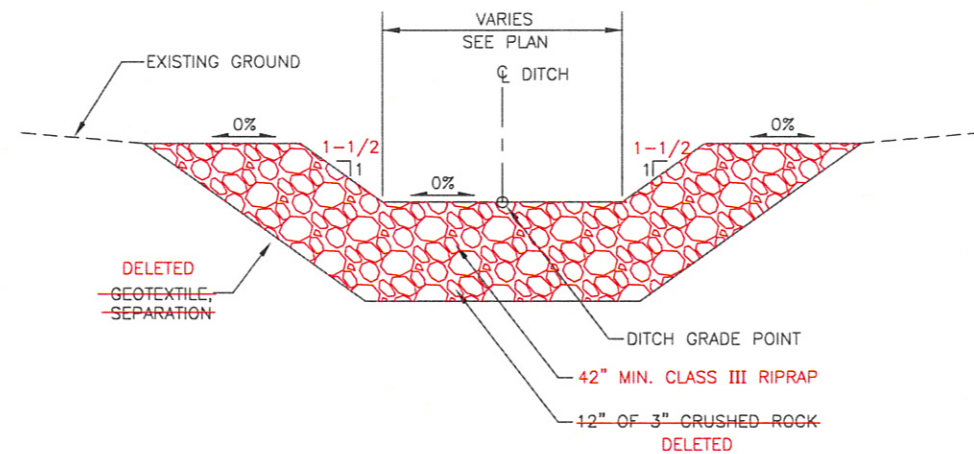
COORDINATE TABLE			
POINT NO.	NORTHING	EASTING	ELEVATION
101	300149.93	199152.74	68.50
102	300160.00	199155.44	68.41
103	300170.97	199140.91	M.E.
104	299293.44	196631.45	64.62
105	299324.55	196619.66	63.68
106	299343.27	196643.70	M.E.
107	299140.08	196229.94	71.35
108	299146.79	196228.75	70.80
109	299159.21	196245.31	M.E.
110	298809.31	195352.92	83.80
111	298814.27	195352.27	83.41
112	298829.89	195364.73	M.E.

M.E.=MATCH EXISTING

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE AJS Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS





1  
H6 **RUNWAY CULVERT OUTLET DITCH SECTION**  
N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE AS Date 06-30-09

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Tue, 23/Jun/09 11:38AM construction  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

DRAINAGE OUTFALL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: EJC

DRAWN BY: SMT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

DRAINAGE OUTFALL  
DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
H6	45



GENERAL ESCP NOTES:

1. SEE APPENDIX D FOR THE ENVIRONMENTAL PERMITS AND COMMITMENTS.
2. THE CONTRACTOR SHALL USE THIS EROSION AND SEDIMENT CONTROL PLAN (ESCP) TO DEVELOP STORM WATER POLLUTION PREVENTION PLANS (SWPPP) FOR EACH OF THE STAGES SHOWN ON SHEETS A5 THROUGH A7. NO EARTHWORK WILL BE ALLOWED ON A SPECIFIC STAGE UNTIL THE SWPPP COVERING THAT SPECIFIC STAGE HAS BEEN APPROVED AND IMPLEMENTED.
3. SETTLING PONDS ARE INTENDED TO TREAT ONLY STORM WATER RUNOFF COMING FROM DISTURBED AREAS. STORM WATER COMING FROM OUTSIDE THE PROJECT LIMITS, UNDISTURBED AREAS AND BASE FLOWS ARE TO BE ROUTED THROUGH EXISTING DRAINAGE CHANNELS AND AROUND SETTLING PONDS. USE TEMPORARY DITCHING AND PIPING AS NECESSARY TO MEET THIS INTENT.
4. THE ENGINEER MAY DIRECT THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED TO PREVENT SEDIMENT FROM ENTERING WATERS OF THE U.S. THESE ADDITIONAL CONTROL MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO:

• TEMPORARY SEEDING OF EXPOSED SLOPES

• ADDING OF FLOCCULANTS IN SEDIMENTATION PONDS

• APPLICATION OF SOIL STABILIZATION POLYMER TO ROADS OR EXPOSED SLOPES.

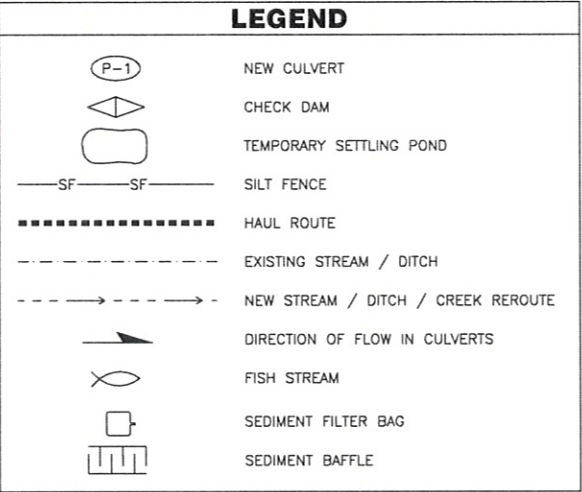
• BENTONITE CLAY AND OTHER SOIL SEALERS

• ADDITION OF AGGREGATE BASE COURSE MATERIALS TO HAUL ROADS

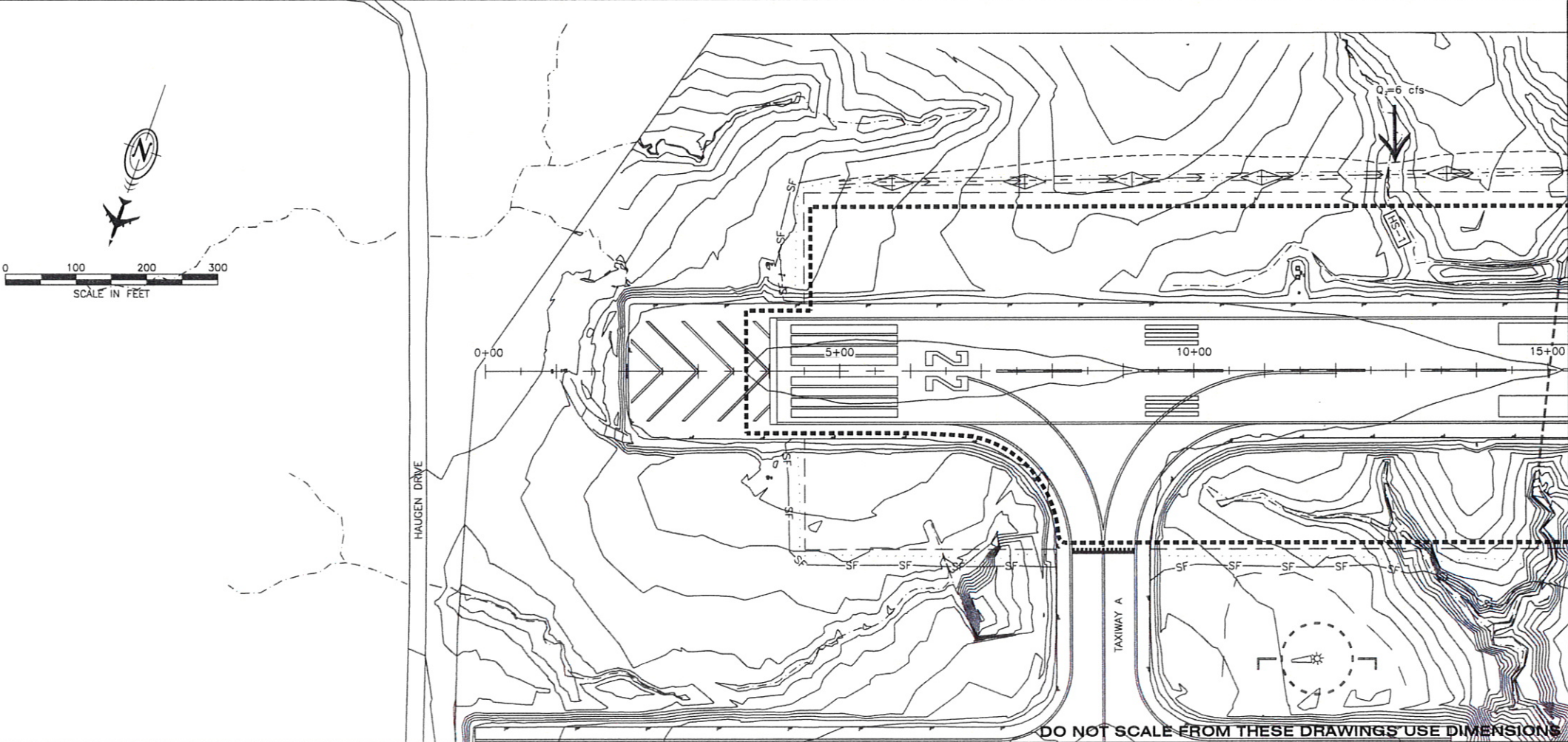
• VEHICLE TRACKING ENTRANCES/EXITS

• SEDIMENT FILTER BAGS

• CONSTRUCTION TIMING AND SEQUENCING TO MINIMIZE AREA OF EXPOSED SOILS
5. THIS PROJECT WILL EXPAND THE RUNWAY SAFETY AREA AT THE JAMES A. JOHNSON AIRPORT IN PETERSBURG, ALASKA. THE WORK INCLUDES REPLACING CULVERTS THAT PASS THROUGH THE EMBANKMENT, EXPANDING THE EXISTING RUNWAY EMBANKMENT BY PLACING APPROXIMATELY 600,000 CUBIC YARDS OF EMBANKMENT, OVERLAYING THE EXISTING RUNWAY PAVEMENT, EXTENDING THE RUNWAY, REPLACING THE RUNWAY LIGHTING, ADJUSTMENT OR RELOCATION OF NAVIGATIONAL AIDS, AND RECONSTRUCTION OF AIRPORT SERVICE ROADS.
6. THE ESTIMATED TOTAL AREA OF DISTURBANCE, INCLUDING THE BORROW SOURCE, WASTE DISPOSAL AREA, AND WORK FOOT PRINT IS 170 ACRES.
7. THE RECEIVING WATERS FOR STORM WATER DISCHARGES ARE ULTIMATELY WRANGELL NARROWS AND FREDERICK SOUND. SEVERAL SMALL DRAINAGES CROSS APPROXIMATELY PERPENDICULAR TO THE RUNWAY CENTERLINE, AND ENTER THE NARROWS VIA HAMMER SLOUGH, MILL SLOUGH, AND JOHNNY SALES CREEK.
8. NO KNOWN THREATENED OR ENDANGERED SPECIES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
9. NO KNOWN HISTORIC SITES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
10. NO KNOWN IMPAIRED WATERS, OR WATERS WITH TOTAL MAXIMUM DAILY LOADS (TMDLS), WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
11. ALL ESCP DETAILS ARE CONCEPTUAL, AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS, OR IMPROVISED UPON AS THE CONTRACTOR SEES FIT. ACCEPTANCE OF ESCP MEASURES EMPLOYED BY THE CONTRACTOR WILL BE BASED ON EFFECTIVENESS. INEFFECTIVE MEASURES MUST BE REPAIRED OR REPLACED IMMEDIATELY UPON DISCOVERY AND/OR NOTIFICATION.
12. SEE STANDARD DRAWING E-13.00 FOR SILT FENCE INSTALLATION DETAILS.
13. SEE SHEETS Q1 AND Q2 FOR ADDITIONAL ESCP FEATURES.



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE [Signature] Date 06-30-09



PATH:  
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Tue, 23/Jun/09 09:08AM construction  
TAB: K01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

EROSION & SEDIMENT CONTROL PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK

DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

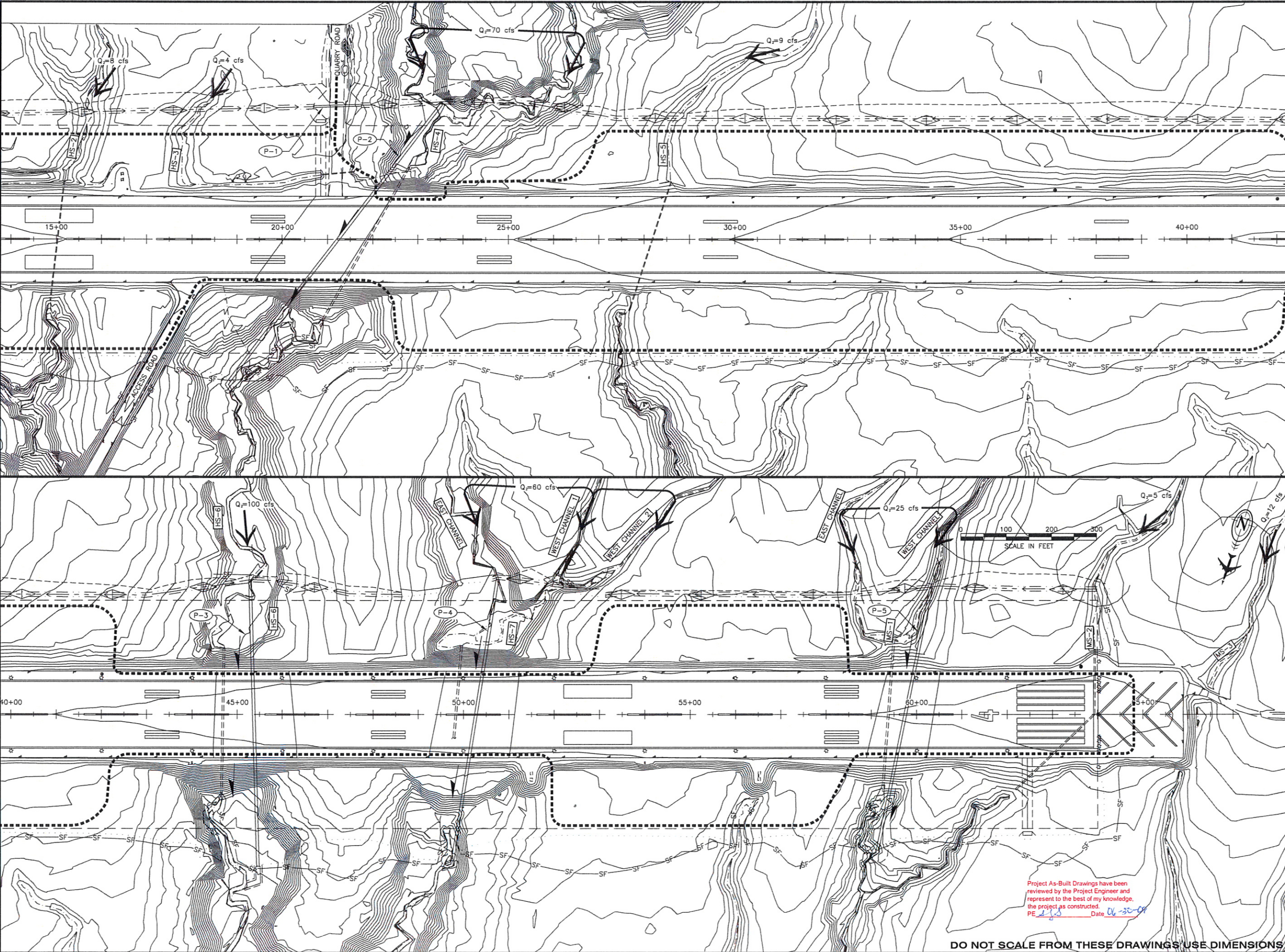
EROSION &  
SEDIMENT  
CONTROL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K1	45





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Tue, 23/Jun/09 09:11AM construction  
TAB: K02

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

EROSION & SEDIMENT CONTROL PLAN

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: RPK  
DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

EROSION &  
SEDIMENT  
CONTROL PLAN

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K2	45

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ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

EROSION & SEDIMENT CONTROL DETAILS

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: RPK  
DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

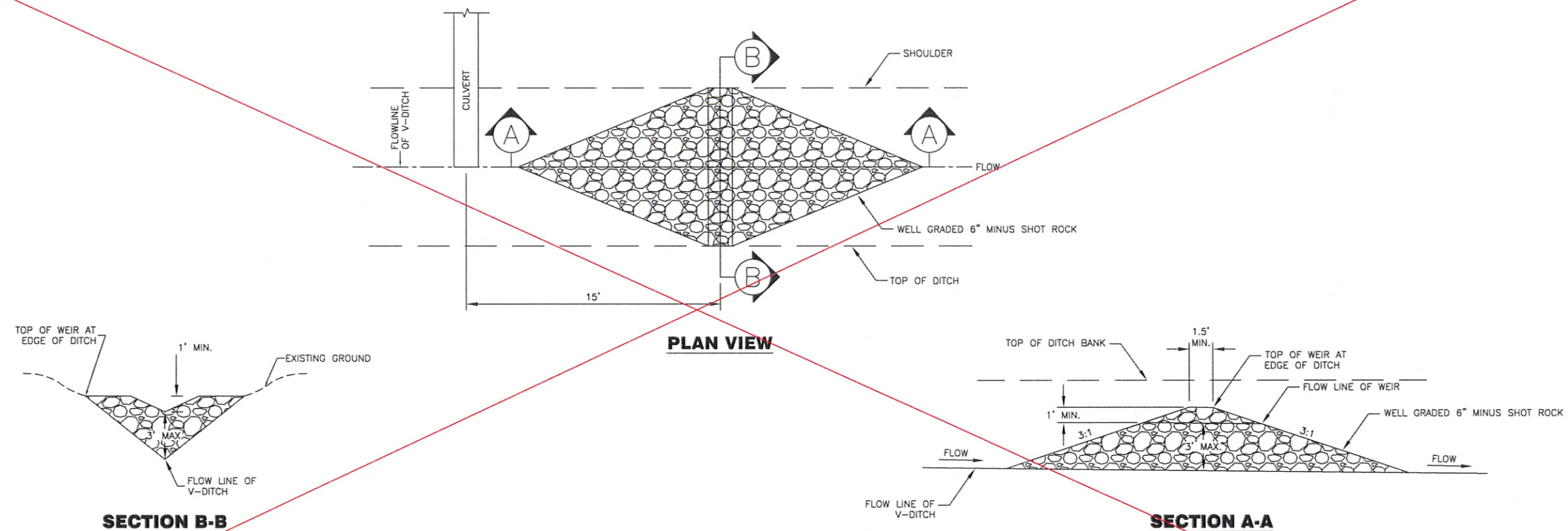
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

**EROSION &  
SEDIMENT  
CONTROL DETAILS**

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K3	45

NOT CONSTRUCTED



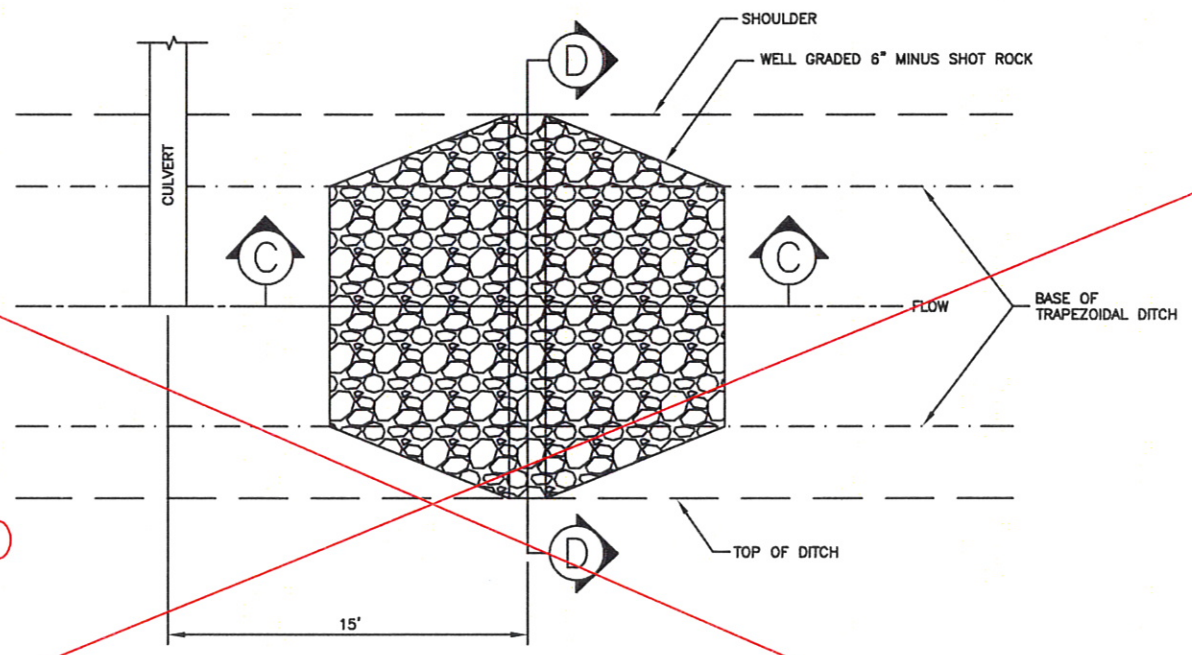
1  
K3 V-DITCH CHECK DAM DETAILS  
N.T.S.

Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE: *[Signature]* Date: *Dec 30-09*

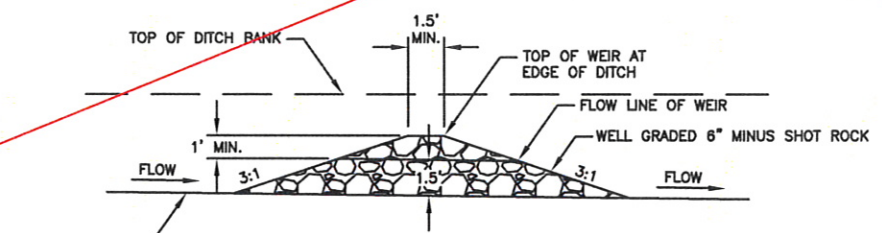
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



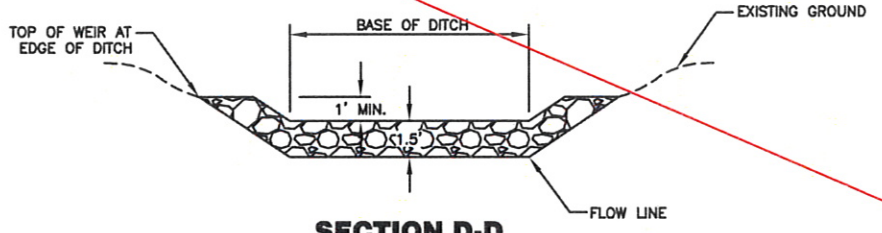
NOT CONSTRUCTED



PLAN VIEW

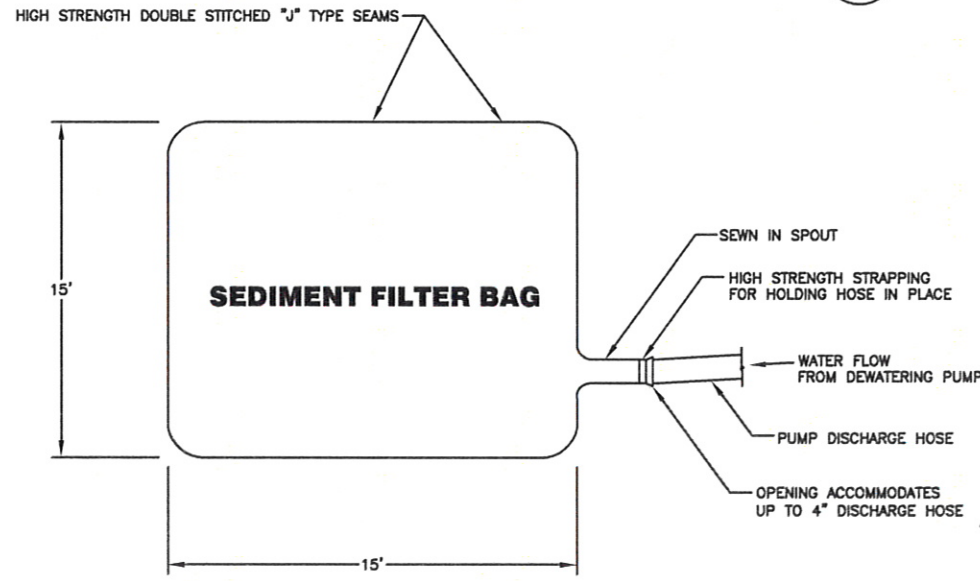


SECTION C-C



SECTION D-D

1  
K4 N.T.S. **TRAPEZOIDAL DITCH CHECK DAM DETAILS**



TOP VIEW

2  
K4 N.T.S. **SEDIMENT FILTER BAG**

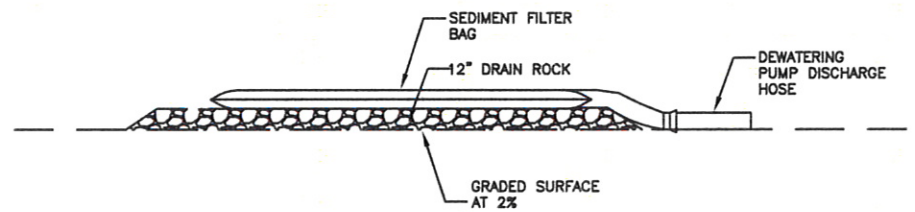
**SEDIMENT FILTER BAG NOTES:**

1. SEDIMENT FILTER BAG TO BE USED IN EXCAVATION AREAS WHERE DEWATERING IS REQUIRED AND AS DIRECTED.
2. REPLACE BAG WHEN 50% FULL OR BECOMES CLOGGED.
3. INSTALL AND USE SEDIMENT FILTER BAGS ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS OR AS DIRECTED. USE ONE OF THE FOLLOWING PRODUCTS OR AN APPROVED EQUAL:

DANDY DEWATERING BAG  
DANDY PRODUCTS INC.  
6200 EITERMAN RD  
DUBLIN, OH 43018  
1-800-591-2284  
WWW.DANDYPRODUCTS.COM

OR

THE DIRTBAG, STYLE 55  
AVAILABLE FROM:  
POLAR SUPPLY COMPANY  
300 EAST 54TH AVENUE  
ANCHORAGE, AK 99518  
WWW.POLARSUPPLY.COM



SIDE VIEW

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *[Signature]* Date *06-20-09*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Tue, 30/Jun/09 07:14PM construction  
TAB: K04

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	6/5/08	ADDENDUM NO. 3

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

EROSION & SEDIMENT CONTROL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK

DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

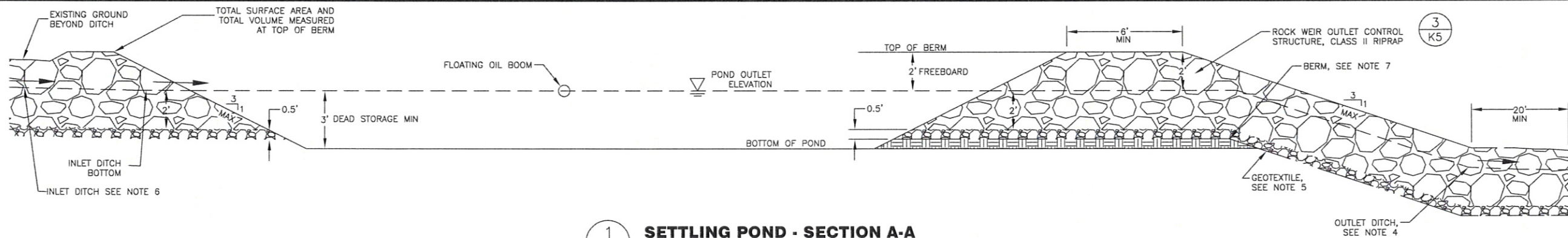
EROSION &  
SEDIMENT  
CONTROL DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

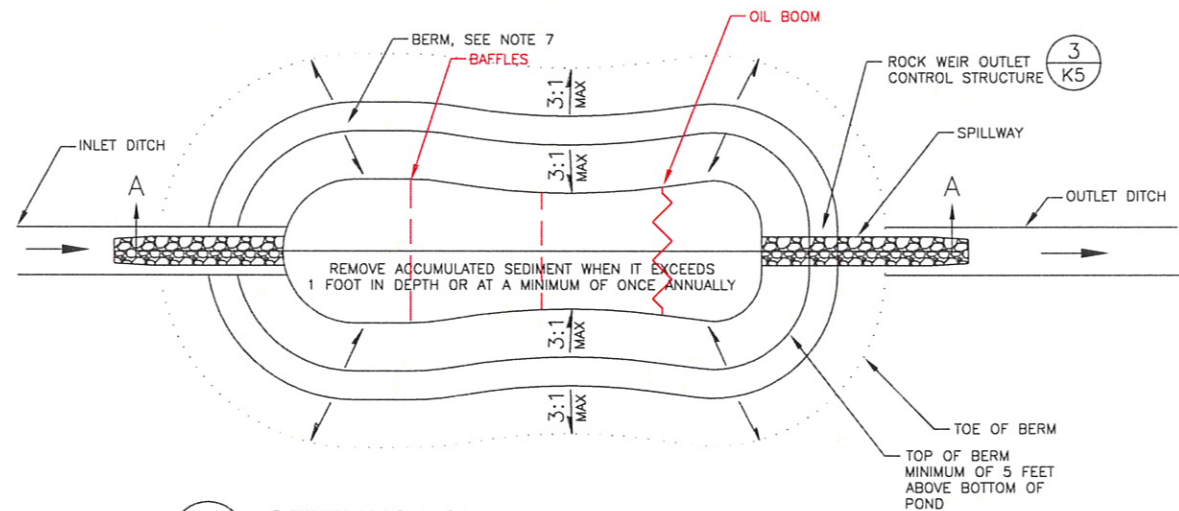
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K4	45





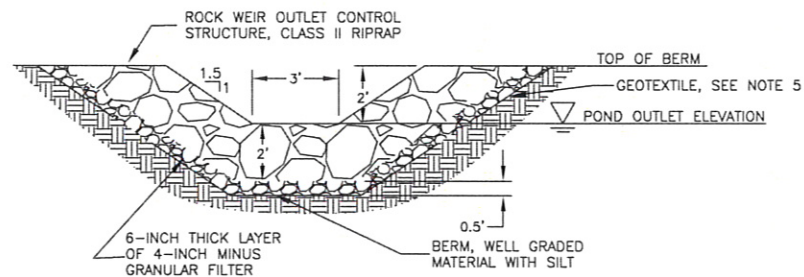
1  
K5  
N.T.S.

**SETTLING POND - SECTION A-A**



2  
K5  
N.T.S.

**SETTLING POND - PLAN**



3  
K5  
N.T.S.

**ROCK WEIR OUTLET CONTROL STRUCTURE**

SETTLING POND TABLE						
POND # (SEE PLANS)	DRAINAGE BASIN AREA (ACRES)	DESIGN FLOW (CFS) SEE NOTE 1	SETTLING POND SIZE, SEE NOTE 2			
			MIN. SURFACE AREA (S.F.)	VOLUME (C.F.)	WIDTH ±	LENGTH ±
1	16.3	7	18,400	71,000	95	227
2a	27.4	8	12,675	46,125	65	195
2b		8	12,675	46,125	65	195

**SETTLING POND NOTES:**

1. WATER QUALITY DESIGN FLOW BASED ON 2-YEAR, 6-HOUR STORM. HYDRAULIC CAPACITY BASED ON 100-YEAR, 24-HOUR STORM.
2. THE SETTLING POND SURFACE AREA FOR POND 1 AND FOR THE SERIES OF PONDS 2A AND 2B HAS BEEN ESTABLISHED BASED ON THE SETTLING VELOCITY OF A 20 MICRON PARTICLE.
3. ROCK WEIR OUTLET CONTROL STRUCTURE DIMENSIONS BASED ON FLOW VELOCITY IN POND AND FLOOD FLOW CONSIDERATIONS.
4. EXTEND ARMORING OF OUTLET DITCH FOR 20 FEET ALONG DITCH BOTTOM AND SIDES WITH 2-FOOT THICK LAYER OF CLASS II RIPRAP UNDERLAIN BY 6 INCHES OF 3-INCH CRUSHED STONE.
5. GEOTEXTILE SHALL BE LAID BENEATH 4-INCH MINUS GRANULAR FILTER AND SHALL EXTEND FROM THE UPSTREAM TO THE DOWNSTREAM TOE OF THE ROCK WEIR OUTLET CONTROL STRUCTURE.
6. EXTEND ARMORING OF INLET DITCH FOR 10 FEET ALONG DITCH BOTTOM AND SIDES WITH 2-FOOT THICK LAYER OF CLASS II RIPRAP UNDERLAIN BY 6 INCHES OF 3-INCH CRUSHED STONE.
7. CONSTRUCT BERM OUT OF WELL GRADED FINE GRAIN MATERIAL COMPACTED TO BE RELATIVELY IMPERVIOUS OR OTHER MATERIAL(S) IN ORDER TO CREATE A RELATIVELY IMPERVIOUS BARRIER TO FLOW. CONSTRUCTION MAY REQUIRE IMPORTATION OF OFF-SITE MATERIAL PRIOR TO PRODUCTION AT AIRPORT QUARRY.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

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Fri, 26/Jun/09 08:19AM construction  
TAB: K05

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

EROSION & SEDIMENT CONTROL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: REP

DESIGNED BY: PLM

DRAWN BY: PLM

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

EROSION &  
SEDIMENT  
CONTROL DETAILS

PROJECT DESIGNATIONS

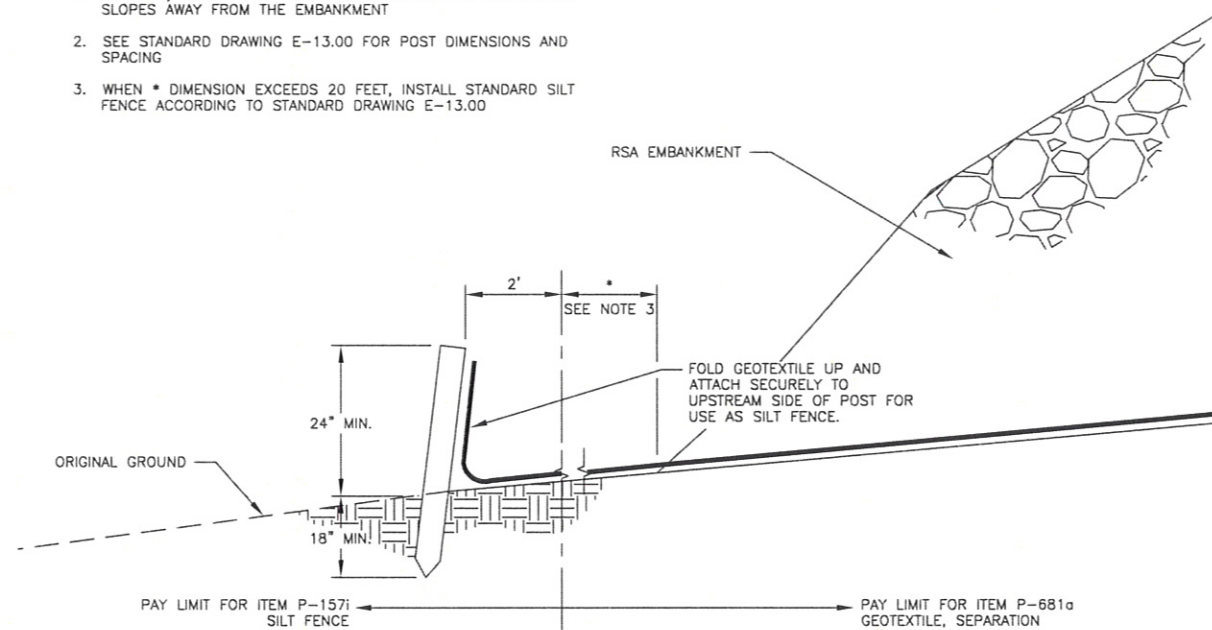
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K5	45

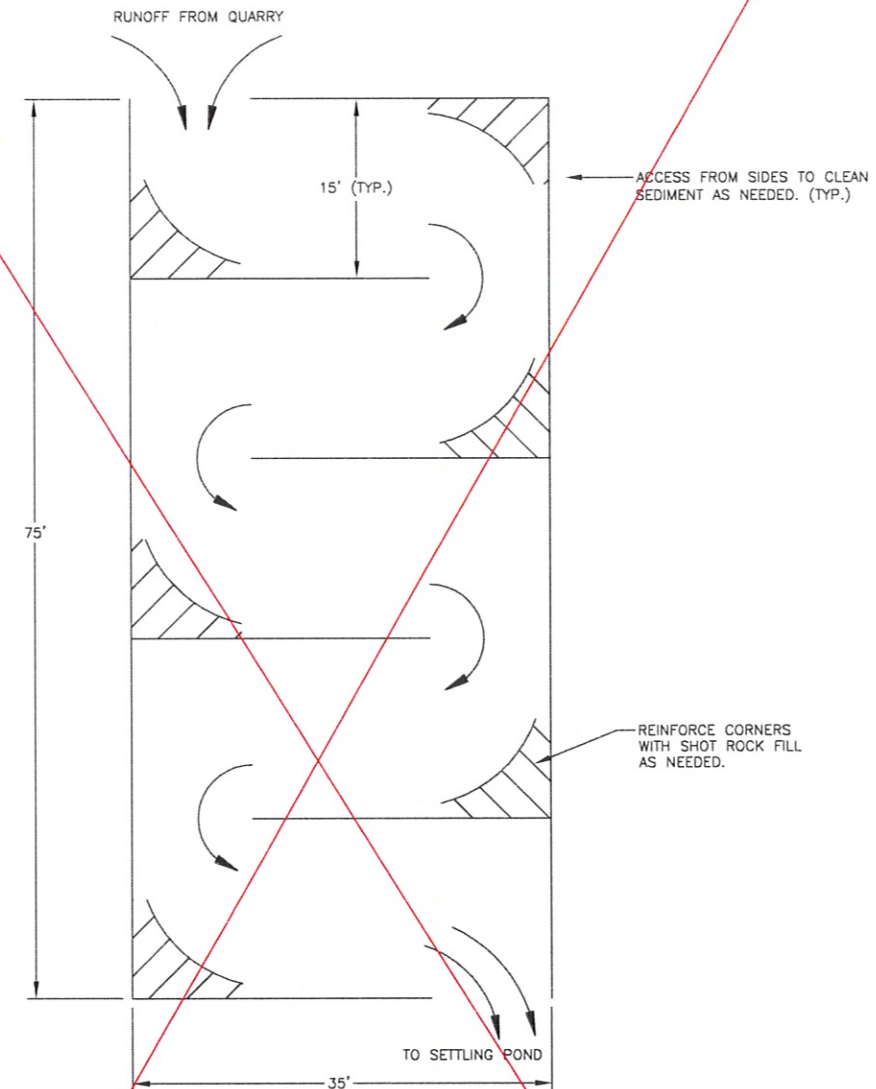


### SILT FENCE NOTES:

1. DETAIL 1/K6 ONLY TO BE USED WHERE THE ORIGINAL GROUND SLOPES AWAY FROM THE EMBANKMENT
2. SEE STANDARD DRAWING E-13.00 FOR POST DIMENSIONS AND SPACING
3. WHEN \* DIMENSION EXCEEDS 20 FEET, INSTALL STANDARD SILT FENCE ACCORDING TO STANDARD DRAWING E-13.00



1  
K6  
N.T.S.  
**GEOTEXTILE, SEPARATION USED AS SILT FENCE**



2  
K6  
N.T.S.  
**SEDIMENT BAFFLE DETAIL**

### SEDIMENT BAFFLE NOTES:

1. ALL DIMENSIONS ARE APPROXIMATE SIZE AND SHAPE MAY BE ADJUSTED TO FIT FIELD CONDITIONS. 90° ANGLES ARE NOT REQUIRED.
2. CONSTRUCT OUTER BOUNDARY AND BAFFLE WALLS OF SILT FENCE AND BACKFILL CRUSHED ROCK. ADD EXTRA ROCK AT LOCATIONS WHERE WATER MUST CHANGE DIRECTIONS.
3. THIS IS A LOW FLOW, LOW VELOCITY STRUCTURE. GRADE FROM INLET TO OUTLET SHOULD NOT EXCEED 1.0%.
4. EMBED SILT FENCE BELOW CHANNEL ELEVATION.

NOT CONSTRUCTED

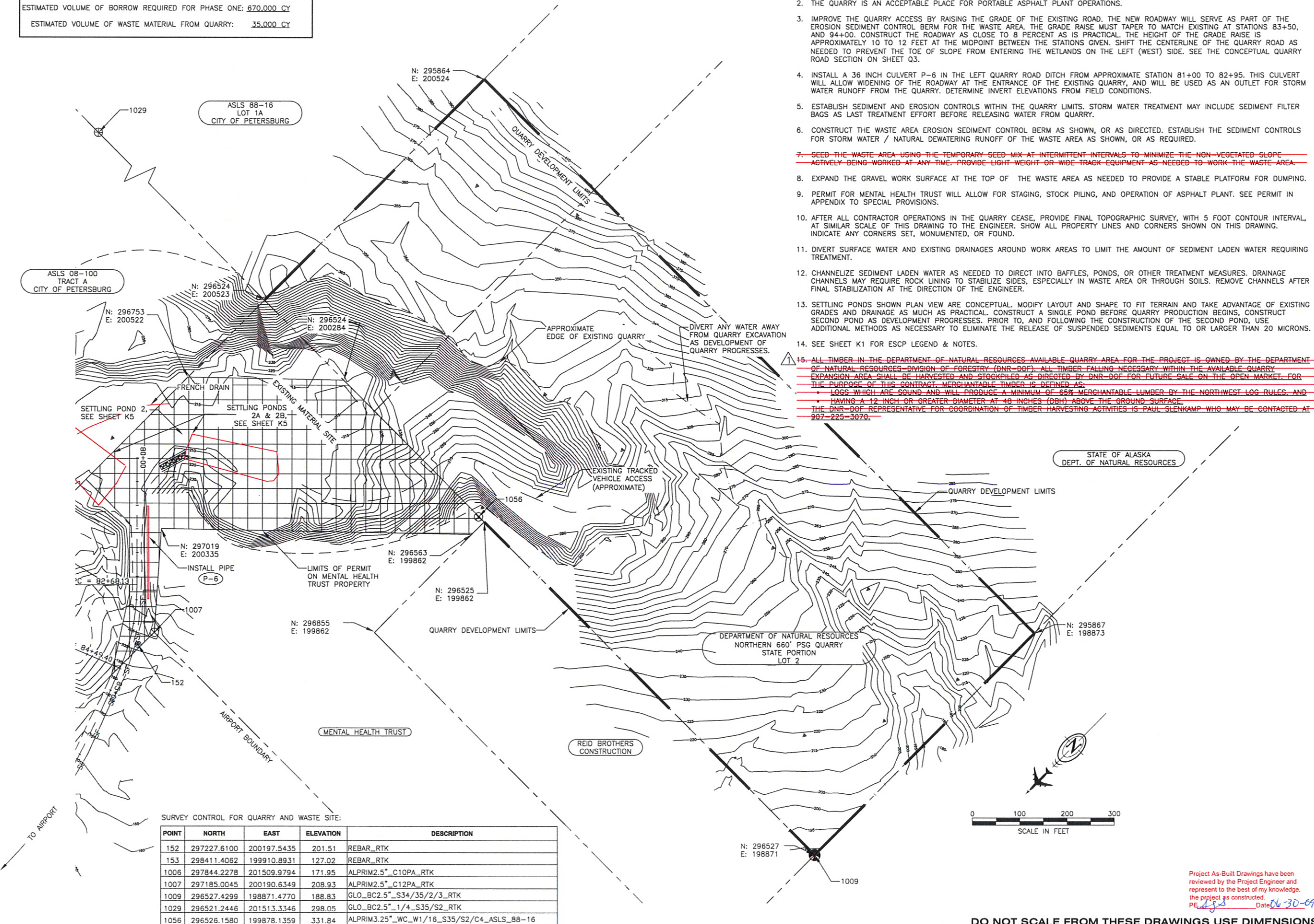
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

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ADDENDUM NUMBER	
ATTACHMENT NUMBER	
RECORD OF REVISIONS	
No.	DATE DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)	
EROSION & SEDIMENT CONTROL DETAILS	
PREPARED BY: USKH INC.	
CHECKED BY: DLM	
DESIGNED BY: RPK	
DRAWN BY: WJP	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)	
EROSION & SEDIMENT CONTROL DETAILS	
PROJECT DESIGNATIONS	
ALASKA - DOT & PF 68207 FEDERAL - FAA AIP NO. 3-02-0219-1108	
STATE	YEAR
ALASKA	2008
SHEET NUMBER	TOTAL SHEETS
K6	45



ESTIMATED VOLUME OF BORROW REQUIRED FOR PHASE ONE: 670,000 CY  
ESTIMATED VOLUME OF WASTE MATERIAL FROM QUARRY: 35,000 CY



SURVEY CONTROL FOR QUARRY AND WASTE SITE:

POINT	NORTH	EAST	ELEVATION	DESCRIPTION
152	297227.6100	200197.5435	201.51	REBAR_RTK
153	298411.4062	199910.8931	127.02	REBAR_RTK
1006	297844.2278	201509.9794	171.95	ALPRIM2.5"C10PA_RTK
1007	297185.0045	200190.6349	208.93	ALPRIM2.5"C12PA_RTK
1009	296527.4299	198871.4770	188.83	GLO_BC2.5"S34/35/2/3_RTK
1029	296521.2446	201513.3346	298.05	GLO_BC2.5"S1/4_S35/S2_RTK
1056	296526.1580	199878.1359	331.84	ALPRIM3.25"W1/16_S35/S2/C4_ASLS_88-16

NOTES:

1. SURVEY AND MARK ALL CORNERS OF THE QUARRY DEVELOPMENT, AND WASTE AREA PERMIT BOUNDARIES SHOWN ON THE PLAN PRIOR TO BEGINNING WORK. PREPARE A MINING PLAN AS DETAILED IN THE SPECIAL PROVISIONS AND SUBMIT IT FOR APPROVAL. CORNER COORDINATES ARE APPROXIMATE.
2. THE QUARRY IS AN ACCEPTABLE PLACE FOR PORTABLE ASPHALT PLANT OPERATIONS.
3. IMPROVE THE QUARRY ACCESS BY RAISING THE GRADE OF THE EXISTING ROAD. THE NEW ROADWAY WILL SERVE AS PART OF THE EROSION SEDIMENT CONTROL BERM FOR THE WASTE AREA. THE GRADE RAISE MUST TAPER TO MATCH EXISTING AT STATIONS 83+50, AND 94+00. CONSTRUCT THE ROADWAY AS CLOSE TO 8 PERCENT AS IS PRACTICAL. THE HEIGHT OF THE GRADE RAISE IS APPROXIMATELY 10 TO 12 FEET AT THE MIDPOINT BETWEEN THE STATIONS GIVEN. SHIFT THE CENTERLINE OF THE QUARRY ROAD AS NEEDED TO PREVENT THE TOE OF SLOPE FROM ENTERING THE WETLANDS ON THE LEFT (WEST) SIDE. SEE THE CONCEPTUAL QUARRY ROAD SECTION ON SHEET Q3.
4. INSTALL A 36 INCH CULVERT P-6 IN THE LEFT QUARRY ROAD DITCH FROM APPROXIMATE STATION 81+00 TO 82+95. THIS CULVERT WILL ALLOW WIDENING OF THE ROADWAY AT THE ENTRANCE OF THE EXISTING QUARRY, AND WILL BE USED AS AN OUTLET FOR STORM WATER RUNOFF FROM THE QUARRY. DETERMINE INVERT ELEVATIONS FROM FIELD CONDITIONS.
5. ESTABLISH SEDIMENT AND EROSION CONTROLS WITHIN THE QUARRY LIMITS. STORM WATER TREATMENT MAY INCLUDE SEDIMENT FILTER BAGS AS LAST TREATMENT EFFORT BEFORE RELEASING WATER FROM QUARRY.
6. CONSTRUCT THE WASTE AREA EROSION SEDIMENT CONTROL BERM AS SHOWN, OR AS DIRECTED. ESTABLISH THE SEDIMENT CONTROLS FOR STORM WATER / NATURAL DEWATERING RUNOFF OF THE WASTE AREA AS SHOWN, OR AS REQUIRED.
7. SEED THE WASTE AREA USING THE TEMPORARY SEED MIX AT INTERMITTENT INTERVALS TO MINIMIZE THE NON-VEGETATED SLOPE ACTIVELY BEING WORKED AT ANY TIME. PROVIDE LIGHT WEIGHT OR WIDE TRACK EQUIPMENT AS NEEDED TO WORK THE WASTE AREA.
8. EXPAND THE GRAVEL WORK SURFACE AT THE TOP OF THE WASTE AREA AS NEEDED TO PROVIDE A STABLE PLATFORM FOR DUMPING.
9. PERMIT FOR MENTAL HEALTH TRUST WILL ALLOW FOR STAGING, STOCK PILING, AND OPERATION OF ASPHALT PLANT. SEE PERMIT IN APPENDIX TO SPECIAL PROVISIONS.
10. AFTER ALL CONTRACTOR OPERATIONS IN THE QUARRY CEASE, PROVIDE FINAL TOPOGRAPHIC SURVEY, WITH 5 FOOT CONTOUR INTERVAL, AT SIMILAR SCALE OF THIS DRAWING TO THE ENGINEER. SHOW ALL PROPERTY LINES AND CORNERS SHOWN ON THIS DRAWING. INDICATE ANY CORNERS SET, MONUMENTED, OR FOUND.
11. DIVERT SURFACE WATER AND EXISTING DRAINAGES AROUND WORK AREAS TO LIMIT THE AMOUNT OF SEDIMENT LADEN WATER REQUIRING TREATMENT.
12. CHANNELIZE SEDIMENT LADEN WATER AS NEEDED TO DIRECT INTO BAFFLES, PONDS, OR OTHER TREATMENT MEASURES. DRAINAGE CHANNELS MAY REQUIRE ROCK LINING TO STABILIZE SIDES, ESPECIALLY IN WASTE AREA OR THROUGH SOILS. REMOVE CHANNELS AFTER FINAL STABILIZATION AT THE DIRECTION OF THE ENGINEER.
13. SETTLING PONDS SHOWN PLAN VIEW ARE CONCEPTUAL. MODIFY LAYOUT AND SHAPE TO FIT TERRAIN AND TAKE ADVANTAGE OF EXISTING GRADES AND DRAINAGE AS MUCH AS PRACTICAL. CONSTRUCT A SINGLE POND BEFORE QUARRY PRODUCTION BEGINS, CONSTRUCT SECOND POND AS DEVELOPMENT PROGRESSES. PRIOR TO, AND FOLLOWING THE CONSTRUCTION OF THE SECOND POND, USE ADDITIONAL METHODS AS NECESSARY TO ELIMINATE THE RELEASE OF SUSPENDED SEDIMENTS EQUAL TO OR LARGER THAN 20 MICRONS.
14. SEE SHEET K1 FOR ESCP LEGEND & NOTES.

15. ALL TIMBER IN THE DEPARTMENT OF NATURAL RESOURCES AVAILABLE QUARRY AREA FOR THE PROJECT IS OWNED BY THE DEPARTMENT OF NATURAL RESOURCES DIVISION OF FORESTRY (DNR-DOF). ALL TIMBER FALLING NECESSARY WITHIN THE AVAILABLE QUARRY EXPANSION AREA SHALL BE HARVESTED AND STOCKPILED AS DIRECTED BY DNR-DOF FOR FUTURE SALE ON THE OPEN MARKET. FOR THE PURPOSE OF THIS CONTRACT, MERCHANTABLE TIMBER IS DEFINED AS:  
• LOGS WHICH ARE SOUND AND WILL PRODUCE A MINIMUM OF 65% MERCHANTABLE LUMBER BY THE NORTHWEST LOG RULES, AND  
• HAVING A 12 INCH OR GREATER DIAMETER AT 40 INCHES (DBH) ABOVE THE GROUND SURFACE.  
THE DNR-DOF REPRESENTATIVE FOR COORDINATION OF TIMBER HARVESTING ACTIVITIES IS PAUL SLENKAMP WHO MAY BE CONTACTED AT 907-225-3070.

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Fri, 26/Jun/09 08:38AM construction  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	6/5/08	ADDENDUM NO. 2

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

MINING & WASTE SITE PLAN  
& DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK

DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

MINING & WASTE SITE PLAN & DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE	YEAR
ALASKA	2008

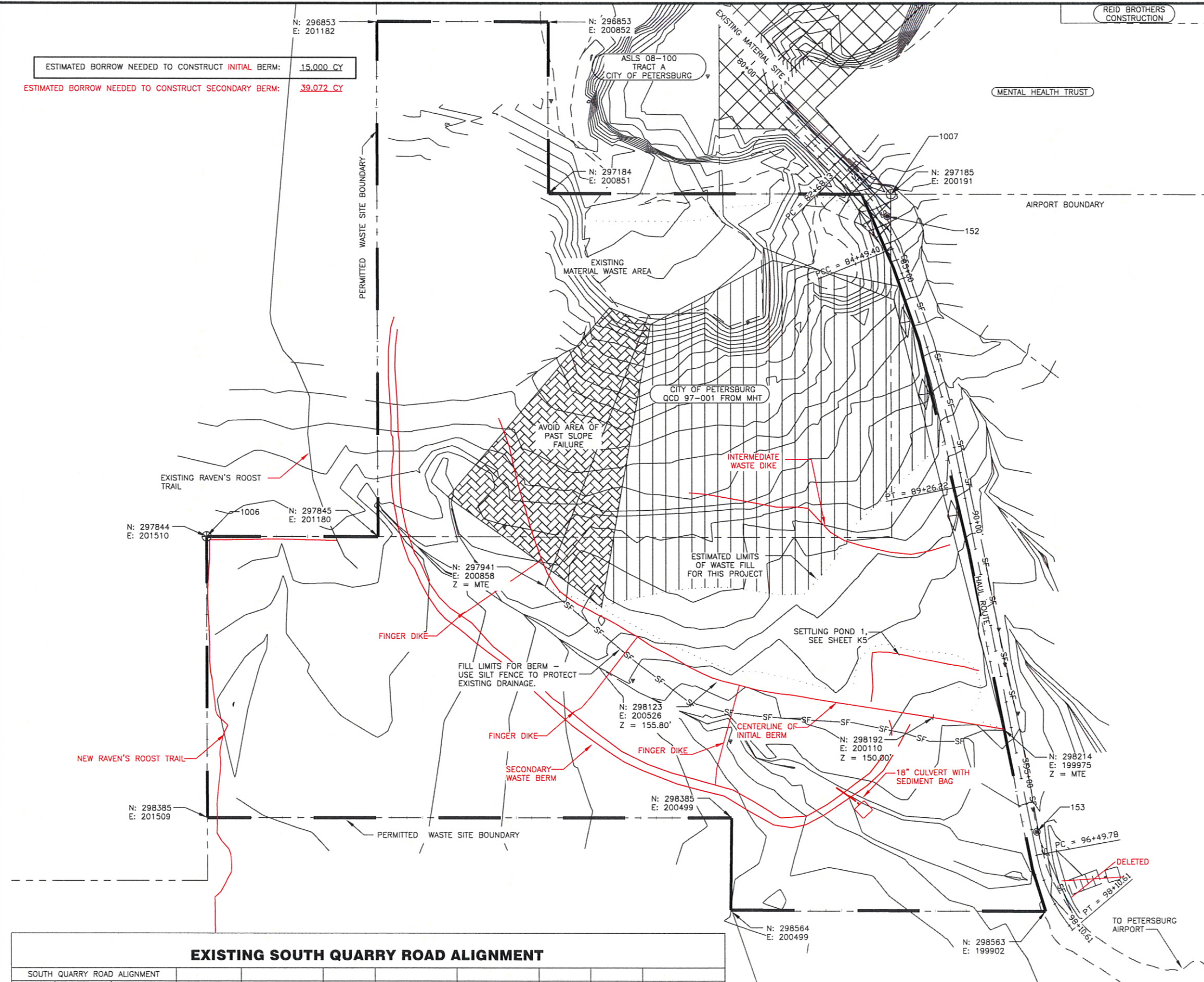
SHEET NUMBER	TOTAL SHEETS
Q1	45

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: [Signature] Date: 06-30-09

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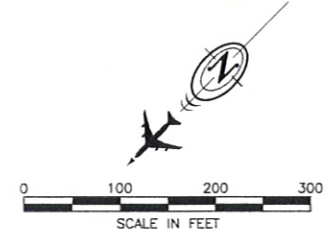
ESTIMATED BORROW NEEDED TO CONSTRUCT INITIAL BERM: 15,000 CY  
ESTIMATED BORROW NEEDED TO CONSTRUCT SECONDARY BERM: 39,072 CY



EXISTING SOUTH QUARRY ROAD ALIGNMENT

SOUTH QUARRY ROAD ALIGNMENT									
DESC.	STATION	NORTHING	EASTING	BEARING	DISTANCE	NORTHING CENTER	EASTING CENTER	RADIUS	LENGTH
PT	80+00.00	296 950.33	200 477.04	N45°00'00.0"W	268.13				
PC	82+68.13	297 139.92	200 287.44			297 458.12	200 605.64	450.00	181.27
PCC	84+49.40	297 290.13	200 188.17			298 245.80	202 563.10	2 560.00	476.82
PT	89+26.22	297 746.46	200 052.28	N11°14'52.6"W	723.56				
PC	96+49.78	298 456.12	199 911.14			298 393.55	199 596.52	-320.78	160.82
PT	98+10.61	298 599.63	199 842.35						

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09



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Fri, 26/Jun/09 09:16AM construction  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS  
No. DATE DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE I)

MINING & WASTE SITE PLAN  
& DETAILS

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: RPK  
DRAWN BY: WJP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE I)

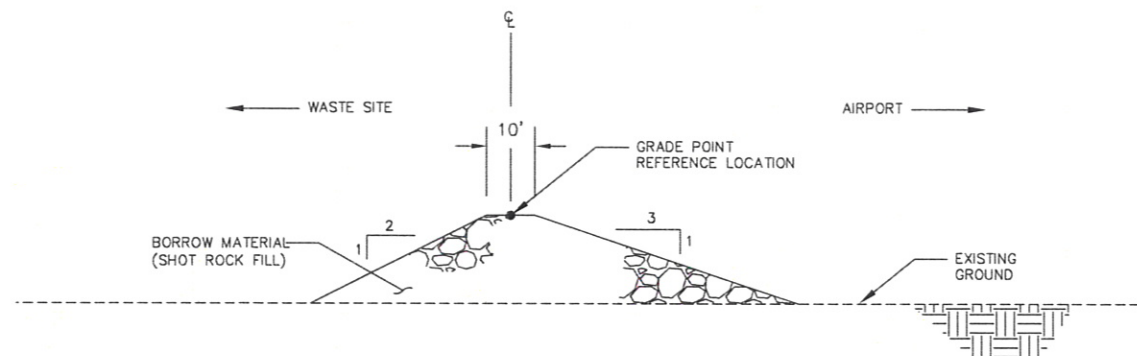
MINING & WASTE  
SITE PLAN &  
DETAILS

PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
68207  
FEDERAL - FAA  
AIP NO. 3-02-0219-1108

STATE YEAR  
ALASKA 2008

SHEET NUMBER TOTAL SHEETS  
Q2 45

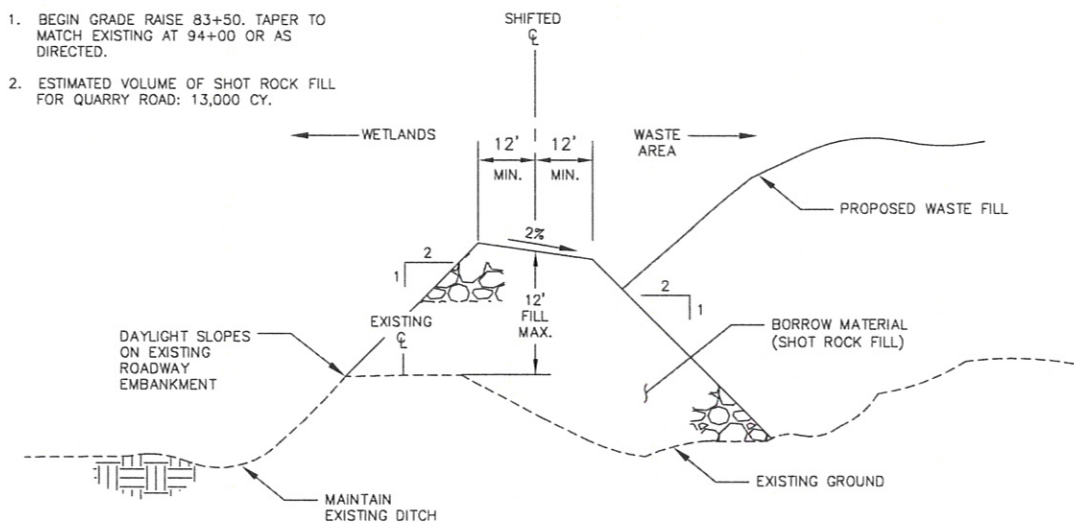




1  
Q3  
N.T.S. **EROSION SEDIMENT CONTROL BERM DETAIL**

**NOTES:**

1. BEGIN GRADE RAISE 83+50. TAPER TO MATCH EXISTING AT 94+00 OR AS DIRECTED.
2. ESTIMATED VOLUME OF SHOT ROCK FILL FOR QUARRY ROAD: 13,000 CY.



2  
Q3  
N.T.S. **QUARRY ROAD SECTION (CONCEPTUAL)**  
LOOKING UP STATION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE: *[Signature]* Date: 06-30-09

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ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
<p>PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)</p> <p><b>MINING &amp; WASTE SITE PLAN &amp; DETAILS</b></p>		
PREPARED BY: USKH INC.		
CHECKED BY: DLM		
DESIGNED BY: RPK		
DRAWN BY: WJP		
<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION &amp; PUBLIC FACILITIES SOUTHEAST REGION</p> <p>PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)</p> <p><b>MINING &amp; WASTE SITE PLAN &amp; DETAILS</b></p>		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 68207		
FEDERAL - FAA		
AIP NO. 3-02-0219-1108		
STATE	YEAR	
ALASKA	2008	
SHEET NUMBER	TOTAL SHEETS	
Q3	45	